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No. 24041. 號壹拾零肆千第式日陸初月捌年亥乙 HONG KONG, TUESDAY, SEPTEMBER 3, 1935. 式拜禮 日參月玖年伍拾玖百玖千壹英 Price Single Copy, 10 cts. Per Month. \$3.

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DIARY OF LOCAL EVENTS.

TUESDAY, SEPTEMBER 3

Anniversaries and Holidays.—
St. Seraphia, V.M.Auctions.—Lammert's Machinery
and Stores, To Kwa Wan, (pre-
mises of late South China Motor-
ship Building & Repairing Works.
Ltd.), 10 a.m.

Cinemas

King's.—"It's A Cop."

Queen's.—"Murder In The Fleet."

Central.—"Chinese Picture."

Oriental.—"Transatlantic Merry-
Go-Round."Alhambra.—"The Dragon Murder
Case."

Majestic.—"The Mighty Barnum."

Star.—"Mississippi."

Meeting.—Football Association
Council, 5.30 p.m. Annual, Kowloon
Tong Anglican Church Men's Fe-
lowship, 8 p.m., Social, 8.30 p.m.Rehearsals.—The Hongkong
Singers, Hongkong Union Church,
Kennedy Road, 5.30 p.m. Brahms'
Requiem and Elgar's "For the
Fallen."Social.—Bridge and Majong
Drive, Cheero Club, 3 p.m.; Whist
Drive, 8.30 p.m.

Sports

Bowls.—Open Pairs Final, M. J.
Medina and J. Cavanagh v. R. and
L. A. R. Duncan (Civil Service
C.C. green), 4.30 p.m.Football.—Association Council
Meeting (Sports Club), 5.30 p.m.Swimming.—Royal Engineers,
heats (Y.M.C.A.), 2.30 p.m.

Moon.—VIII Moon, 6th Day.

Sunrise.—6.06 a.m. Sunset.—6.39
p.m.Tides.—High at 11.5 and 23.56;
Low at 6.08 and 17.50.

WEDNESDAY, SEPTEMBER 4

Anniversaries and Holidays.—
Feast of St. Rose of Viterbo, V.Auctions.—Leasehold Property
Lammert's Sales Room, 3 p.m.

Cinemas

King's.—"It's A Cop."

Queen's.—"Glolette."

Central.—"Chinese Picture."

Oriental.—"Evelyn Prentice."

Alhambra.—"Chinese Picture."

Majestic.—"The Silk Express."

Star.—"The House Of Rothschild."

Meetings.—Annual, Hong Kong
Hockey Club, H.K.C.C., 5.30 p.m.;
Annual, Mainak Hockey Tourna-
ment, St. Andrew's Hall, 6 p.m.;
Kowloon Union Church Women's
Guild, 10 a.m.; Kowloon-Tong An-
glican Church Garden Fete Com-
mittee, 5 p.m.; Ladies of the Aus-
tralian and New Zealand Associa-
tion, Gloucester Bldg., 4 p.m.;
Chinese General Chamber of Com-
merce, Monthly Committee Meet-
ing, Chamber's Headquarters, 3
p.m.Social.—Cheero Club Social
Night, Tombola on board H.M.S.
Tamar, 7.15 p.m.; Whist Drive,
Seamen's Institute, 9 p.m.

Sports

Swimming.—Royal Engineers
Sports, finals, Y.M.C.A., 7.30 p.m.

Moon.—VIII Moon, 7th Day.

Sunrise.—6.07 a.m. Sunset.—6.38
p.m.Tides.—High at 12.36. Low at 7.09
and 17.56.

THURSDAY, SEPTEMBER 5

Anniversaries and Holidays.—St.
Lawrence Justitia, Bp.Auctions.—Leasehold Property,
Hughes and Hough's H.K. Sales
Room, 3 p.m.

Cinemas

King's.—"It's A Cop."

Queen's.—"Glolette."

Central.—"Chinese Picture."

Oriental.—"Evelyn Prentice."

Alhambra.—"Chinese Picture."

Majestic.—"The Silk Express."

Star.—"The House Of Rothschild."

Meetings.—Theosophical Society,
Study Class, 8 p.m.Miscellaneous.—Whist Drives,
Ladies' M.O.C., Prison Officers' Mess,
Arbuthnot Road, 3 p.m.; on Board
H.M.S. Tamar, 8.30 p.m.; at Civil
Service Cricket Club, 4.45 p.m.

U. S. AIRMEN

To Hunt In
Malaya

Singapore, Aug. 18.

Two members of the United
States Air Corps in Manila arrived
in Singapore on Saturday by the
President Harrison bound for
Pahang on a month's big game
hunt. They are Capt. Richard D.
Reeve and Lieut. Austin A.
Straubel.

Capt. Reeve and Lieut. Austin
disembarked laden with rifles.
They are taking with them L.A.C.
Fletcher, attached to the R.A.F.
station, Seletar, who speaks Malay
well, and they will stay in Singa-
pore for five days before leaving
for Pahang.

Among other passengers on
board the Dollar line were Mr. and
Mrs. Walter Becherer, en route to
Bombay. Mr. Becherer is head of a
chain of 48 banks which control the
operations of a tourist bureau with
offices all over the eastern and
middle western states of America.

He has travelled extensively in
China, and thinks there is plenty
of scope there for educated Chinese
from abroad to help bring order
and prosperity to their country.

Mr. Becherer criticised President
Roosevelt's share-the-wealth plan
as illogical, and compared it to the
Russian system of state control of
wealth and industry.

Passengers who disembarked at
Singapore included Mr. Robert B.
Goldman, head of the French
Trading Co., London, who is ac-
companied by his father, Mr. John
Rodd Moffett. For Eastern repre-
sentative of the Armstrong Cork
Co., and Mrs. Moffett, and Mr. O.
D. May, travelling representative
for A. J. Krank, Inc., of St. Paul,
Minnesota.

Mr. and Mrs. John Hein, of New
York, arrived on a world cruise.
Mr. Hein is the proprietor of a big
New York jewellery establishment.

A NONOGENARIAN AUTHOR

(Special Air Mail Service)

London, Aug. 10.

At the age of nine-four, Colonel
Robert Spottiswoode, of the 10th
Hussars has written his memoirs.

He has modestly printed them
for private circulation only.

The memoirs tell the story of a
remarkable career begun in India
at a time when there were no rail-
ways and heat and apoplexy caused
more casualties than bullets.

Colonel Spottiswoode fought in
the Mutiny, in the Afghan War,
and in the Gordon relief cam-
paign in the Sudan.

His links with the past are far-
reaching. His first regimental
doctor was Dryden, the sole sur-
vivor of the Kabul disaster of 1842,
made famous for all time by Lady
Butler's picture.

A WATERLOO ANNIVERSARY

Colonel Spottiswoode was too old
to fight in the Boer War. He re-
tired on pension in 1890 and settled
near Cork. But he is still full of
vigour and comes to London every
year.

Four years ago he was the guest
of Colonel Gordon, V.C., at a
Waterloo anniversary in the Naval
and Military Club. After the din-
ner he was "knocked down" by a
taxi. His leg was broken and he
spent three months in hospital.

Undaunted, he returned to Cork,
where he was thrown from his 48-
cart and broke three ribs.

To-day, far from being a cripple,
he walks briskly and is as spry as
a driver as ever. At 92 he has in-
vented a special kind of rubber
shoe for his fast Irish mare.

Sports

Bowls.—Open Singles (Quarter-
Finals), A. M. Holland v. R. Duncan
(Club de Recreio).

Moon.—VIII Moon, 8th Day.

Sunrise.—6.06 a.m. Sunset.—6.40
p.m.Tides.—High at 11.20 and 23.53;
Low at 5.25 and 17.57.

THE DUCHESS OF KENT

And Some Of Her
Superstitions

Every woman, probably, has her
own pet superstitions, even though
she may be scarcely conscious of
them. They don't worry her—
perhaps they delight her; in any
case they are part of her individual
"makeup."

Below are revealed the supersti-
tions of the Duchess of Kent and
Miss Marie Tempest, the actress.
Views of other famous English-
women will be published in this
series.

"The Duchess of Kent is a super-
stitious person," said a friend who
had known her over twenty years.

"Do you know why she chose a
sapphire for her engagement ring?
Because blue has always been her
lucky colour."

"Another curious superstition of
hers must have puzzled many of
her English friends—particularly
those who have asked her out to
dinner.

"The Duchess of Kent never says
'Thank you' when you pass her the
salt. The reason is that it con-
sidered very unlucky in Greece to
say so."

"Unlike most people, thirteen
is not an unlucky number for her.
Her birthday is on December 13,
and she usually chooses the
thirteenth on which to make any
important decision."

"Another one of her superstitions
is to say 'Under-rufen' to guard
against ill-luck. That is the
equivalent of the English expres-
sion, 'Touch wood'."

"She has no one lucky mascot,
but several. Among those she con-
siders her most lucky are two four-
leafed clovers which were sent her
by a friend shortly before she was
married."

"I'm far too practical-minded to
have any superstitions," said Miss
Marie Tempest. "All that nonsense
about ladders, and spilling salt—
ridiculous!"

"I defy all the oldest theatrical
superstitions, like saying the last
line of a play at rehearsals, and
whistling in my dressing-room
and nothing has happened to touch
me to mend my ways."

"But surely," I said, "you must
have some lucky mascot, even one
lucky charm?"

"No, certainly not," said Miss
Tempest. "I haven't time for such
things. Wait a moment... now
you come to mention it... we
all."

Then the sceptical Marie Tem-
pest admitted that, for thirty years
she has worn night and day a lit-
tle lucky mascot.

"I wouldn't be without it. It was
given me by a very dear friend in
Australia thirty years ago. I was
told if I wore it every day it would
bring me luck—and I have, and
now I come to think of it, it has
given me the most enormous luck."

"This charm is a miniature
triple. It is a Roman Catholic
emblem, but though I am not a
Catholic I wear it always."

ONE-MAN "BRAIN TRUST"

(Special Air Mail Service)

London, Aug. 15.

Mr. Frederick Leth-Brice, K.C.B.,
Chief Economic Adviser to the
Government, since 1932, who is
now on the way to China via
Tokyo, is the British equivalent of
President Roosevelt's "Brain
Trust"—a committee of expert
advisers on finance and currency.

Since this was he has been a de-
ciding authority in all British so-
cial questions, and in those of
many other countries as well. He
is a member of the Economic
Committee of the League of Na-
tions, where his opinions are
greatly valued, and he is much re-
spected as they are in Downing
Street.

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400 h.p. RECORD-BREAKER

New Machine Has Shock Absorber On Its Throttle Pedal

The modern record-breaking machine may be a "monster," and it may be departing more and more from anything associated with present designs of a production car, but there is no gain-saying its interest. In the case of George Eyston's new car, moreover, many component parts are used which are really standard practice, while the more novel features incorporated may, in the future, be used in automobile construction in any case. Actually, the latest machine bristles with novel points. In fact, of all the cars designed for record breaking this is, in a sense, the most experimental, and a bold experiment at that.

The engine is an experimental version of the Rolls-Royce Kestrel, which is a twelve-cylinder aviation power unit with two blocks of six cylinders set at an angle to each other on the crank case, the bore and stroke being 127 by 140 mm. the same for each block because one connecting rod is normal, the other forked. Over each block is a single camshaft; each cylinder has four valves, and the camshaft is driven through a spring device.

SUPERCHARGER REMOVED
The supercharger in this case has been removed, since not more than 400 h.p. is required in any case and the auxiliary drives have been removed from the engine altogether, while the crank case is modified to give the car greater clearance from the track. There are two carburetors in the pipes into which are fitted flame traps, and the magnetos are driven by a transverse shaft at one end of the engine, while the water pump has been deleted from the engine crank case itself.

Normally an aviation engine does not have a clutch, and none is necessary for this car, because a standard Armstrong-Siddeley four-speed, self-changing gear box takes its place, giving four speeds, making an extremely compact unit with the final drive bolted on direct.

This seems odd in a machine which probably only requires two speeds at the most, and for which weight is a problem, but four speeds help the car to accelerate more rapidly, and impose less strain on the transmission, and are useful, if the car attacks short-distance records. On "top" the gear mechanism is running "solid," while the box itself contains band brakes and a clutch which obviate the design of a special engine clutch.

That brings us to the most important point of all in the design, for the new car is driven through its front wheels, the first big machine of this type for many years to be so designed, and further, each front wheel is independent of its fellow. The drive from the gear box passes direct to the frame, containing the massive bevels and differentials.

It is something of a problem to coil an axle transmitting this power. An oil sump, therefore, has been incorporated, and for the rest the crown wheel throws oil on to a cover plate, the outside of which is in the air-stream. Each front wheel is supported on the main frame by heavily braced wishbone brackets whose movement is limited by rubber-faced stops and governed by very large multi-plate friction shock absorbers made up rather neatly as part of the wishbone bracket in one case, normal and adjustable by the driver in the other.

THE SHAFT

The shaft taking the drive from the crown wheel to the front wheel is long and has two universal joints of a type manufactured by Universal Power Drives, Ltd., that has attained to a satisfactory history on the racing millers, each joint being in effect a ball race, and the balls held by grooves in both the inner and outer races and retained by a cage, the shape of the grooves allowing the required universal movement. Not only are these joints easy to lubricate, but it is claimed that they will operate satisfactorily over a wider angle than can other type of joint. Moreover, the whole of the joint is protected by the same form of spherical housing that is used for a torque tube.

The sliding joint is a series of splines close to the inner end of the driving shaft in the existing lay out should have very little movement, while the wishbones are set to keep the wheels parallel, but to allow a very slight alteration of track when they move up or down. This alteration of track does not affect the steering the fore and aft rod from the drop arm being connected to a lever on what amounts to a divided tie-rod hinged in such a way that one portion can move up or down freely with each front wheel.

The actual suspension consists of a big transverse half-elliptic spring, the leaves of which are held to each other by spring-loaded clips.

Engine, gear box, and main bevel, are so set that there is a direct drive, though the whole unit is relatively short and compact. Since the auxiliaries have been removed from the engine, a sprocket has been fitted to the shaft between the engine and the gear box for an enclosed chain which drives in tandem the dynamo and the new water pump, while as an interesting sidelight on the problems of this car, the gear box has the racing type quick-acting filler cap.

Forward and above the front axle centre, the radiator is carried at an angle by a mounting which frees it from frame movement, and as it is at an angle air is led to the fact of the radiator through a long box-like tunnel, the mouth of which is low down in the streamlined nose of the body, and since there is considerable mechanism behind the radiator itself, air is assisted out of the body by the action of vanes on the spokes of the front wheels, which act as air pumps.

The radiator proper has no top tank, but a separate tank is carried behind on special brackets. A very large oil tank of saddle shape is placed just behind the engine and under the scuttle of the car, and since this oil will become heated the tank has a ventilation system auxiliary to the special ventilation system to keep the cockpit cool. The design of the tank further prevents it from being completely filled, a necessary precaution with a separate sump.

THE TANKS

Another most interesting point is that fuel is carried in two twenty-three gallon alloy tanks, one at each side of the frame, constructed on the Delaney system and arranged internally so that the air can get away as quickly as the fuel enters, a most important thing if the refilling is to be rapid. The contents of these tanks are pumped to the carburetors by a mechanical engine pump, and each tank, being directly behind a front wheel, is guarded by armour plate covered by the streamlined body of the car.

Since the power of the spring used to hold the band and clutch of the gear box is considerable, an ingenious compound lever clutch pedal has been designed, but the adoption of front drive has greatly simplified the layout of the cockpit generally, as there is no mechanism in with the driver.

Yet another interesting point is that the throttle pedal is fitted with a single-acting hydraulic shock absorber, about as curious a place for a shock absorber as most people could imagine; in this particular instance it is important that the throttle be not accidentally opened with a jerk, hence the shock absorber, which regulates the opening movement and allows a quick return. Lockheed brakes are used with high-duty forged light alloy drums and cast-iron liners attached in a manner which should prevent distortion when the brakes have to be used hard, and as is usual for record-breaking cars, there are brakes only on the rear wheels.

For the rear axle the springs are normal half-elliptics, the axle beam being held by a pair of adjustable radius rods on either side, so that if it was really feasible the car might be made to steer itself round the circum-

MOTOR JOTTINGS
HORSES TO GO CARE AND MAINTENANCE IN LONDON?

Will horse-drawn vehicles be abolished from London streets? Such a move would be almost as important from the point of view of traffic control and flow as the introduction of signals lights. There have been restrictions on the use of horses in Oxford Street for some years. It appears, from a statement by the Minister of Transport in the House of Commons, as if this desirable state of things were about to eventuate for the Metropolitan Area as a whole. If it does, and the prohibition of horses is extended to other crowded cities, many of Mr. Hore-Belisha's over-rapid actions will be forgiven.

The Ministry approached on all suitable opportunities the principal users of horses with the object of achieving the more rapid substitution of motor for horse-drawn vehicles, he said. Asked whether he could not give notice that after a period of, say, three or five years no horse-drawn traffic would be allowed, he added that he was considering a modification something on those lines.

One analysis estimates the railways alone to have in use over 12,500 horses. The cost of traffic delays to industry is enormous, and in London horse-drawn vehicles are one of the most fruitful sources of blockages. By causing other vehicles to pull out constantly from behind one into another line of traffic they are also a cause of many accidents. On humanitarian grounds the cruelty involved in their use in heavy traffic demands that they be prohibited.

Mr. Hore-Belisha's next announcement is eagerly awaited.

ference of a very large circles. Light alloy rims are to be used for the front Rudge wire wheels, normal rims at the rear.

The body, of Everett construction, which is held on a light alloy frame-work, is shaped as half a true streamline section, the underpan being flat, while there are extensions at each side which cover the tanks, and fairings in front and at the back for the wheels, which nevertheless are left sufficiently in the air-stream to keep cool. Inside the tail are the battery and a compartment for spares and tools which might be needed by the "equipe" during a long-distance run, in accordance with the International Rules.

The lighting system is, of course, installed for these long runs only, two head lamps being carried close together inside the nose of the car and throwing a beam through portholes in the streamlined cover.

There are, naturally, a great many auxiliary difficulties which have to be, and have been, met. The rapid filling of the fuel tanks is a point in question, and concerning that, the proposal is to use one big fuel reservoir on a tower feeding two hoses, one for each of the car's tanks. Then the exhaust pipes are so placed that the flame is not visible to the driver at night, a point of considerable importance, and, since the car weighs nearly two tons, special pads are fitted for the huge compound jacks which will lift both front and both rear wheels together in one movement.

COPIING WITH EXTREMES

As in John Cobb's car, it has been something of a problem to arrange the controls and seat so that they shall be in the correct position for George Eyston, a man of considerable size, and Denly, who is one of our smallest drivers, but the two are well accustomed to working together, and that made the problem easier to solve.

The planning of the machine is really the work of George Eyston and Ernest Edridge, while here and there one can plainly see something which seems to suggest the presence of Denly in the background. The result is certainly interesting, for no car has ever gone out to attempt records which had more novel points in its design.

The car should leave Denly's workshop, where it has been built, for America this month, and if it is successful it will be used in any place or country where the breaking of records is possible.

On current models the universal joints are of the needle roller type, and are packed with grease so that they do not need lubrication. There is, however, a grease nipple at the front end of the propeller-shaft for lubrication of the sliding joint, and access to this is by removing the front floorboards. On earlier models, however, the universal joints require lubrication with the grease gun, each joint having a nipple for the purpose. Immediately opposite each nipple there is a hole through which excess grease exudes, and the gun should be applied to the nipples every 6,000 miles until grease is actually seen to be coming from these breather holes.

Access to the rear axle is by removing the rear seat cushion and the cover beneath. The filler plug is situated in the top of the axle housing and a level plug is arranged horizontally on the off side. It should be sufficient to check the oil level every 2,000 miles, doing this when the car comes in from a run, as the oil will then be more fluid. Add fresh oil as recommended until it just begins to run out of the level plug hole. Care should be taken, however, not to add too much oil or it may find its way into the brake drums, and for this reason any excess oil should be allowed to run from the level plug hole before replacing the plug. See that both level and filler plug are replaced securely.

After the first 500 miles and subsequently every 6,000 miles, the rear axle should be drained by removing the rear cover. It may then be washed out with paraffin, and, after all the paraffin has been wiped out of the bottom of the casing, the rear cover should be carefully replaced and the axle refilled with oil, 12 pints required.

LUBRICATING THE STEERING GEAR

While 1935 models have a worm and nut steering gear, earlier models have cam and lever steering. In both cases, however, there is a filler plug on the top of the steering gear box which should be removed every 2,000 miles so that oil can be added to the level of the orifice. In the case of cars with worm and nut steering, it is advisable to turn the front wheels to the full left lock position before refilling the box. Easy steering depends, however, not only upon a well-lubricated steering gear, but also upon well-lubricated steering joints, and therefore the grease gun should be regularly applied every 500 miles to the nipples supplying the swivel pins, track rod joints, and side tube joints.

An adjustment is provided for taking up vertical play in the column of the worm and nut gear, and takes the form of an adjustable ball race at the head of the column. This is normally hidden by the bottom of the steering wheel boss, and, therefore, to utilize the adjustment it is necessary to loosen the small clamping bolt at the bottom of the control shaft where it emerges from the steering box, then to remove the clamping bolt in the boss of the steering wheel so that the wheel itself can be gently knocked upwards on the splined end of the column until it exposes two large hexagons, the upper of which is a lock nut while the lower is the adjustable ball race. Loosen the lock nut and gently turn the lower hexagon in a clockwise direction so as just to take up the end play in the column. Tighten the lock nut and see that the steering is quite light before replacing the steering wheel and tightening the clamping bolt on the end of the control shaft.

IF OIL LEAKAGES OCCUR

In the event of oil leaking from the bottom of the box in the case of cam and lever steering, it may be stopped by carefully tightening two screws which secure the gland cover, through which the control shaft passes. Both screws must be turned the same amount and should only be given a quarter turn at a time until the leakage just stops.

The hub bearing on both front and rear wheels are lubricated by the grease gun, nipples being fitted to the hubs for the purpose, and being accessible on removing

the hub plates. One or two strokes of the grease gun should be given every 2,000 miles. A guard ring is fitted inside the brake drum to prevent excess lubricant finding its way into the brakes. If, however, lubrication at this point is overdone the grease will eventually appear inside the hub of the wheel itself. On earlier models the nipples for supplying the rear hub bearings will be found behind the brake back plates.

Chassis lubrication is carried out with the grease gun, and the nipples on the spring shackles pins should be attended to every 500 miles. Incidentally, when using the gun one should make sure that the gear oil is reaching the bearing, and it can usually be seen to exude from some point or another. Should a nipple be stopped up it should be unscrewed and cleared by a vigorous application of the gun, while the nipple is supported in a vice or in some other way. Should it be impossible to clear the nipple then a new one should be fitted.

As regards maintenance the major task which the owner is likely to undertake is that of decarbonising. First, open the radiator drain tap and while the water is running off proceed to remove the bonnet. On current models this is easily done by taking out the two screws and nuts which secure the front socket of the bonnet hinge to the radiator shell, when the bonnet can be lifted off. On earlier models it will be easier to disconnect the two radiator tie-rods from the radiator, which will allow the radiator to be pulled forward slightly so that the bonnet can be withdrawn from the two hinge sockets. First, however, in this case, disconnect the top rubber hose water joint by undoing the clips and working the hose loose. This method can also be used if it is preferred on the current models.

Disconnect the leads to the sparking plugs and dynamo and remove the plugs. Remove the dynamo belt by levering the belt over the flange of the crankshaft pulley, and take out the two set screws which hold the distributor bracket to the cylinder head, and withdraw the distributor. Disconnect the torque damper from the dashboard and from the cylinder head, by unscrewing the three nuts which hold it.

Undo the nuts holding the air cleaner to the carburettor and cylinder head and lift off the air cleaner. Disconnect the carburettor controls and petrol pipe, unscrew the two nuts holding the exhaust pipe to the manifold, unscrew the four nuts securing the manifold to the cylinder block and lift off the manifold and carburettor complete.

The cylinder head nuts can now be unscrewed, the horn and dynamo cradle lifted off, and the cylinder head is then ready for lifting. The head must not be levered off by forcing a tool between the joint faces, as this will damage the gasket, but bosses are cast on the head at both front and rear to help in its removal. The head can also be tapped sideways with a wooden mallet to break the joint. After lifting the head remove the gasket carefully.

To remove the valves a valve spring compressor is necessary, and may be obtained may be obtained from the manufacturer's service department at a cost of 4s. 9d. Care should be taken not to drop the cotter or spring cups into the sump, and it may, therefore, be found advisable to remove the tappet blocks by undoing the two set screws which hold each of them in place, so that the camshaft and trough can be covered with a clean cloth to prevent anything being accidentally dropped into the sump. It should be noted that the valves are numbered from 1 to 8, No. 1 being at the front of the block, and that the valves should be kept in their correct ports when grinding them in and replacing them.

SCRAPING OFF GARBON

Clean the pistons in the usual manner, turning the engine by hand until two pistons are at the top of their stroke, and staining clean rag into the other two.

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Cerebos Salt

The dainty salt for the dainty table



THE HILLMAN MENX

(Continued from Page 2)

Cylinder bores while the carbon is scraped off with a blunt screw-driver. Remove the last traces of carbon with a rag moistened in paraffin. When the two pistons are clean remove the rag from the cylinder bores, turn the engine to bring the other two pistons to the top of their stroke and repeat the process. Remove all carbon from the valve ports and also see that the face of the block is clean.

Scrape the carbon from the combustion chambers and the cylinder head and finish off with a paraffin moistened rag, also cleaning the face of the head. Clean the valves and their stems thoroughly, and examine the valves carefully. If the valve faces are badly pitted they should be recut before grinding them in, and should a valve be badly burned or warped it should be replaced.

Grind the valves in by smearing the face with a thin coating of grinding paste, replacing the valve in position, and reciprocating it to and fro with a screw-driver, occasionally lifting it off its face and giving it a partial turn before continuing the grinding. This is necessary to secure an even seat free from ridges.

REPLACING THE VALVES

When the valves are ground in they should present an even matt surface and should then be carefully washed in paraffin and all traces of grinding compound removed from the seats and ports. Smear the stems with oil and replace the valves, taking care to see that they are in their correct order. Use the valve spring tool to compress the springs while the spring cups and cotter pins are fitted, and then replace the tappet blocks if they have been removed.

After grinding in the valves it will be necessary to check and reset the tappet clearances, which should be 0.010 in. for the inlet and 0.015 in. for exhaust valves. The adjustment is of the usual type, consisting of a set screw and lock nut, and the tappets are prevented from turning during the adjustment operation by wedging between them a small setti strip contained in the tool kit. The lock nuts can then easily be undone and the tappet head turned until a suitable feeler gauge will just pass between the tappet and the valve stem. Hold the tappet head in the required position while the lock nut is tightened, and again check the clearance in case the tightening of the lock nut may have altered it slightly. When checking the clearances it is essential that the base of the tappet is on the heel of its cam, and if the valve to be adjusted is watched while the engine is turned until it is just seen to close, then another half-turn of the engine will ensure that the cam is in the correct position for the adjustment to be apt of that valve to be made.

The reassembly of the head can now be commenced. If the gasket is in good condition it may be used again after cleaning both sides thoroughly. If there is any doubt as to the condition of the gasket then a new one should be used. Smear both sides of the gasket evenly with a little grease and place it carefully in position, guiding it down over the studs with a tubular spanner. Replace the head, the dynamo bracket, the damper, and the horn, and do up the cylinder head nuts fingertight at first. Then tighten the nuts evenly a little at a time in the order shown in the accompanying diagram, so as to pull the head evenly on all sides and secure a good joint.

ANOTHER VICTORY FOR HANS STUCK

(Special to the 'Hong Kong Daily Press' (Copyright).)

Freiburg-in-Breisgau Sept 1. Hans Stuck for the second time in succession won the German Grand Prix in the international motor cycle and automobile racing held here on Sunday.

Hans Stuck showed his best time average and although he was unable to attain his own record established last year, he covered the 12 kilometres mountain course in an Autocouleur car in 8 min. 24.1 seconds that is an average of 85.6 kilometres per hour. The next best speed was that of 82.5 kilometres per hour.

HIGHWAYS IN CHINA

Nanking, Aug. 23.

There are at present about 84,800 kilometres of highways in China, over which a total of about 50,000 motor vehicles are travelling, according to figures released by the Bureau of Public Roads of the National Economic Council.

Kwangtung stands first in the length of highways, having a total of 11,200 kilometres. Shantung comes second with 5,500 kilometres, Kiangsi takes third place with 4,800 kilometres, and Anhwei ranks fourth with 4,200 kilometres. Kwangsi, Outer Mongolia, Fukien, Kiangsu, Hupeh, Chekiang, and Liaoning have each about 3,000 kilometres, while Ninghsia, Kirin, Szechwan, Heilungkiang, Jehol, Chahar, Honan, Hunan, and Shansi have each about 2,000 kilometres.

Those provinces which have constructed only about 1,000 kilometres of motor roads, each are Hopei, Shensi, Yunnan, Kweichow, Sinkiang, Suayuan, Kansu and Tibet. Chinghai trails behind with about 800 kilometres, and Sikong, the new province, has the shortest distance of highways, which is about 500 kilometres only.

MOSTLY IN SHANGHAI

According to investigation, most of the motor vehicles are running in municipalities and business centres rather than in the rural districts in various provinces. About 50 per cent of China's total number of motor vehicles are in Shanghai, the largest port of the country. Hong Kong, Peking, Tientsin, Nanking, Hangchow, Canton, and Tsingtao have each between 2,000 and 4,000 motor vehicles.

The number of houses in China is only about 20 per cent of her total of motor vehicles. By comparison, Kwangtung has the largest number of buses, which is about 4,000. Shantung ranks second with about 2,000. Hopei, Kirin, Liaoning, Heilungkiang, and Kiangsu, each about 800 and

Kiangsi, Szechwan, Kwangsi, Jehol and Hunan, each about 500. All other provinces have each only about 100 or even less.

According to statistics compiled by the Bureau for the year 1934, there is one motor vehicle (irrespective of description) to an average of 15 kilometres of highways. Or more specifically, there is one automobile to an average of 25 kilometres, one bus to an average of 80 kilometres, one truck to an average of 90 kilometres, and one motor cycle to an average of 260 kilometres.

OPERATING CONDITIONS

No detailed statistics showing the operating conditions on highways in various provinces and municipalities are yet available. According to information from the Hunan Public Roads Administration, the total kilometrage covered during 1933 by 250 cars in Hunan was about 2,000. The total operating revenue for the year was \$2,700,000, including \$2,241,000 from passenger traffic and the remaining \$459,000 from freight traffic.

Investigation at the Kiangsi Public Roads Bureau reveals that the total kilometrage covered by 427 cars in Kiangsi during 1934 was 2,578. The total operating revenue for the year was \$2,916,500. There was a daily transport of an average of 5,700 passengers and 22,000 kilograms of freight. The daily receipts from passenger traffic ran up \$7,500 while that from freight traffic totalled \$1,000 approximately.

Judging by the above figures, it is obvious that the revenue of highway transportation in China comes more from passenger traffic than from freight traffic, which phenomenon is exactly the opposite in railway transportation. The Bureau attributes the reason for the small amount of freight traffic on highways to the high highway freight charges, which is about seven times of the railway freight rates.



For irritable Children

In the "Strand Magazine" of March 1933, the well-known food expert, Miss Kathleen Dane, writes:

"Many children of the irritable, nervous type, owe their state to a deficiency of organic salts, particularly calcium, notwithstanding the fact that the dietary appears to be properly balanced. Such youngsters do well when the diet is reinforced by a well-retained mineral food, such as 'Kalzana,' which medical men all over the country are now recommending."

Your quickly-growing child needs extra calcium to help the formation of straight bones, healthy teeth, and a strong constitution. Start your boy or girl on a course of Kalzana—you will be surprised at the all-around improvement Kalzana effects. Irritability disappears, appetite returns and soon the formerly "difficult" child will be a happy, healthy youngster again.

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CINEMA TRADE NOTICES

IT'S A COP

The welcome tendency of film producers to give the stars of their pictures strong supporting casts is well evidenced in British and Dominion's "It's a Cop," at the Kings Theatre to-day.

Sydney Howard, who stars as a London policeman, has untold opportunities to show his comic versatility, and his supporting cast includes such splendid character actors as Donald Calthrop, Dorothy Boucher, and Garry Marsh, as three crooks.

Donald Calthrop needs no words of introduction he is in a class by himself in British pictures. His character acting is probably the most accomplished which the screen has to offer and in every part he emerges as an entirely distinct personality. As Murray, in "It's a Cop," he renders an extraordinary study of a crooked manufacturer who, even in the process of cheating his company, is constantly beset with nerves and the fear of detection.

Dorothy Boucher makes her bow as a free-lance artist in "It's a Cop," appearing by a coincidence in a production of the very company to whom she was under contract for a considerable period. Her work as Babette is distinguish-

EVELYN PRENTICE

Life's most potent dramas are wrought from the courtrooms. Thus, realizing the value of story material to be found in courtrooms, Metro-Goldwyn-Mayer studios again have teamed William Powell and Myrna Loy for the third time, this time in the gripping courtroom drama "Evelyn Prentice" showing at the Oriental Theatre on Wednesday and Thursday.

It is such a story that brings Powell and Miss Loy, accepted as the ideal husband and wife of the screen, to the theatre public for the third time.

As in their previous pictures, Powell and Miss Loy have been given an excellent supporting cast, including Una Merkel, Henry Wadsworth, Harvey Stephens, Isabel Jewell, Rosalind Russell, Edward Brophy, Cora Sue Collins and Jessie Ralph.

ed by the charm and facility upon which her reputation is based.

Garry Marsh is said to turn in his usual effective study as a forceful and daring organizer of a coup which, if successful, would be worth thousands of pounds to himself and his confederates.

MURDER IN THE FLEET

SHOWING TO-DAY at 2.30, 5.10, 7.15 & 9.30 P.M.

SYDNEY HOWARD AS A COOK—A DETECTIVE—A POLICEMAN—"IT'S A COP."



STROLL THRU BOLLARD (PICTORIAL)
A'SO "A SONG CONTEST" (Organogue)
NEXT CHANGE
SHIRLEY TEMPLE
IN "OUR LITTLE GIRL"
A FOX PICTURE

QUEEN'S

SHOWING TO-DAY at 2.30, 5.10, 7.20 & 9.30



TO-DAY AT THE CINEMA

Hong Kong

KING'S:—"It's a Cop"
QUEEN'S:—"Murder in the Fleet"
ORIENTAL:—"Transatlantic Merry-Go-Round"

Kowloon

ALHAMBRA:—"The Dragon Murder Case"
MAJESTIC:—"Mighty Barnum"

Coming

KING'S:—"Our Little Girl"
QUEEN'S:—"No More Ladies"
ORIENTAL:—"Evelyn Prentice"
"The Night Is Young"
"Clive of India"

SINGAPORE ENGAGEMENT

The engagement is announced of H. G. Beyerley, Assistant Commissioner of Police, F.M.S., Aide-de-camp to His Excellency the Governor, and Kathleen Audrey, only daughter of Mr. and Mrs. J. D. Pierrepont of Singapore.

Miss Audrey Pierrepont arrived in Malaya from England at the beginning of this year. She is well-known in Singapore where she has taken a prominent part in social events during the past few months.

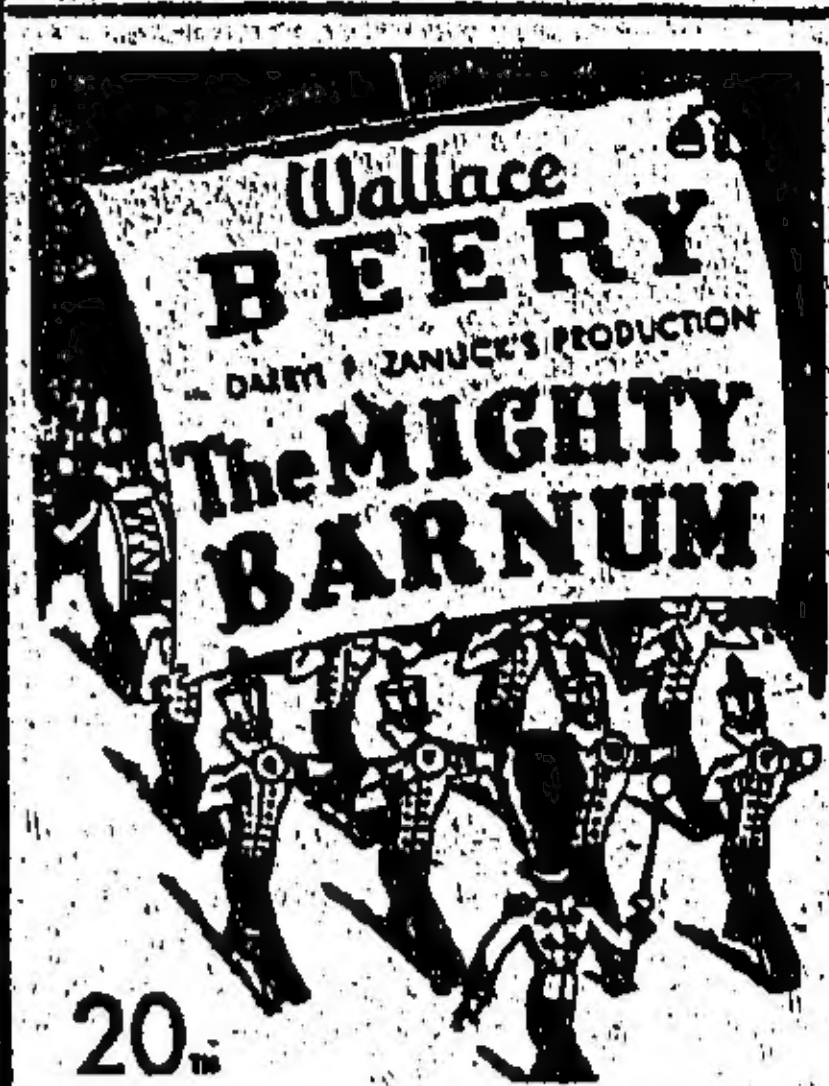
As a tennis player she has appeared in several local tournaments and not with considerable success.

sador in Hsinking and Commander-in-Chief of the Kwangtung Army, but only succeeded in seeing General Itagaki, who told him, in reply to a question, that the army regarded the independence movement in North China as an exclusively domestic matter of China's, that it had no knowledge of it, and would refrain from comment, in order to avoid even the appearance of interference.

There has been a prolonged and important conference of high Japanese officers in Hsinking, the conclusions of which have been only unofficially given out. The conference decided, according to this statement, that it was not interested in the independence movement; and General Sakai, Chief of Staff of the Japanese Garrison Forces in North China, who was present, told an interviewer that it would be left to take its course. A statement regarding what is "authoritatively understood" confirms the unofficial report of the army conference, and says that the army requires the immediate cessation of anti-Japanese and anti-Manchukuo movements in North China, thus paving the way for economic co-operation between China, Japan and Manchukuo. "Chinese financial quarters in the North," the authoritative statement continues, "heartily welcome the withdrawal of the Central (Nanking) Army under General Yu. This will mean a freer field of activity for industrialists who are now desirous of effecting prompt economic co-operation with Japanese and Manchukuo interests." It is added that the army will spare no effort to encourage and expedite these co-operative tendencies.

NANKING'S SUGGESTION
As for Nanking's suggestion that the Tangku Truce should be embodied in a treaty, General Sakai says that the army intends to bring to an end China's "dual policy" in dealing with Sino-Japanese affairs. The elimination of anti-Japanese activity will be left to the Tokyo Foreign Office, while the Japanese army will keep a watch over the situation, to see that no further violation of the military agreement is committed. There is one point regarding the "independence" movement in North China which does not repeat the history of the "independence" movement in Manchuria, and that is that the Manchurian movement was not allowed to be mentioned in the Japanese press, though the prohibition added, especially any statements that the Japanese military authorities are backing it. So even this difference is not a vital one.

MAJESTIC

National Road Kowloon Tel. 572222
FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.30 P.M.

CORPORATION HEAD SENTENCED

Sequel To Closure Of Local Finance Institution

Shanghai, Aug. 28.

Mr. Ou Chien-chen, manager of the defunct Wing On Finance Corporation, was sentenced to one year's imprisonment by Judge Siao in the First Special District Court on Monday afternoon on charges of fraud and misappropriation. Mr. K. H. Ling, secretary-general of the Chinese Bankers' Association, who served as a director of the defunct concern, was fined \$200 for failure to register with the authorities in accordance with the corporation law, while Mr. Lo Hua-fong, another official of the institution, was acquitted.

Both Mr. Ou and Mr. Ling were named defendants in a private criminal prosecution by Mr. Chang King-sai, Mrs. Chao Chu-sze, and several other depositors. The accused were further ordered by the court to refund \$558.86 to the first complainant, \$500 to the second complainant, while Mr. Ou was also ordered to pay one complainant, Liu Chia-ling, \$1,717.77 and interest. The suit filed by Miss Chao Su-cheng, and the civil suits by Mrs. Chao Chu-sze and Mr. Zia Chun-ying were referred to the Civil Division of the First Special District Court.

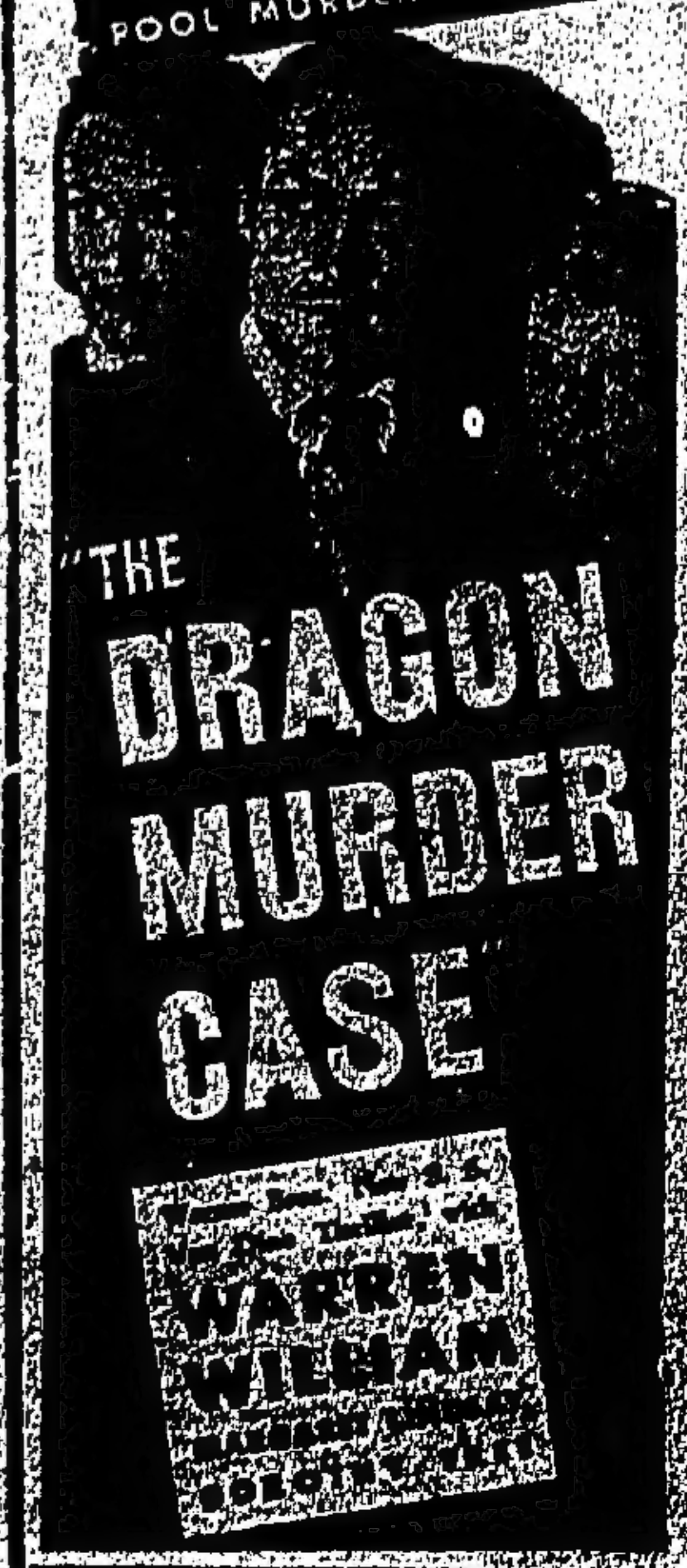
The corporation closed its doors not long after its inauguration and efforts to reopen were made without success. Mr. Ou, the manager, was sentenced to ten months' imprisonment on charges of obtaining deposits through fraudulent means and six months' imprisonment on charges of misappropriating the depositors' funds, and to serve one year in all.

The suits against other officials of the institution, including Mr. Teng Ching-wan, will be heard on September 25.

ALHAMBRA

FIN'L SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.30 P.M.

FOLLOW FAMOUS PHILLO
VANCE AS HE SOLVES
THE AMAZING SWIMMING
POOL MURDER MYSTERY!



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A PICTURE
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LOY in
"Evelyn
Prentice"
with
UNA MERKEL

BETTER
THAN
"THE
THIN
MAN"

OUR LITTLE GIRL

They're calling "Our Little Girl," Shirley Temple's greatest. This Fox film picture, coming on Friday at the King's Theatre, has been named everywhere.

In this production, the first since the child screen wonder received the special award from the Academy of Motion Picture Arts and Sciences, she gives a powerful portrayal of a child's heart-break.

When those she loves grope in the shadows of misunderstanding Shirley meets the trials with a brave smile. She plays at being happy to rebuild a shattered dream. "Our Little Girl" is a poignant story, tenderly conceived, freighted with heart-tugs yet leaving the audience, from all reports, strangely happy.

Hundreds of novels and short stories in print and typescript were read before this particular story was selected for Shirley. What the last thinned down to thirty, the producer discovered that "Our Little Girl" was ready-made for the adorable star.

It tells the story of a happy family disunited by suspicious, threatened with wreckage, and of a little girl who runs away from her home when she finds all the joy and safeguards gone.

PERAK MINERS

Ipoh, Aug. 24.

It is understood the Perak Chinese Planting and Mining Association has passed a resolution that—in view of the strong and unanimous opinion of the Malayan delegation as conveyed by Mr. V. A. Lowinger, that agreement between the signatory countries on the basis of the standard tonnages of 1929 is an essential condition for renewal of the restriction agreement—the committee of the Perak Mining and Planting Association agrees that the ratio of tonnages of the signatory countries shall not be altered and that negotiations for renewal of the agreement may proceed on this basis on condition the industry shall be consulted and given the opportunity of expressing its opinion on any agreement which may be reached with other countries before such agreement is ratified by the Governments.

COMMISSIONER FOR CANADIAN TRADE

Shanghai, Aug. 28.

Coming here from South America by way of Canada, where he has been on a holiday, Mr. H. A. Scott, new Trade Commissioner for Canada, arrived in Shanghai in the s.s. Empress of Japan yesterday. He was accompanied by his wife.

Mr. Scott replaces Colonel L. M. Cosgrave, who last November left Shanghai to take a similar post in Melbourne. Since Colonel Cosgrave's departure, Mr. Bruce MacDonald has been the Acting Commissioner.

Before his appointment to the Shanghai post, Mr. Scott was Trade Commissioner for the Canadian Government in Buenos Aires, a position that he held for two and a half years. Prior to that he was a member of the staff of representatives of Canada at the Imperial Economic Conference held at Ottawa in 1931.

ECONOMIC SPECIALIST

After service in the war and after graduating from Queen's University, where he specialized in economics, Mr. Scott entered the Canadian Civil Service, and was attached to the Federal Department of Agriculture.

He was later transferred to the Department of Trade and Commerce. He became Trade Commissioner at Liverpool, later returning to the Imperial Economic Conference, and then going to Buenos Aires.

It is felt, not only in local circles, but in Canada, that Mr. Scott will do much to forward the economic relations between Canada and China. He is one of the outstanding economists of Canada.

A number of dinners, affairs, and receptions have been planned for him and Mrs. Scott to give him an opportunity of meeting many of the business men in Shanghai.

The committee is of opinion that there should be no deterioration of the present position of Malayan producers vis-a-vis all other participating countries under the terms of any new agreement.

GUN FIGHT IN SHANGHAI

Three Pedestrians Wounded

Shanghai, Aug. 28.

Scores of pedestrians in Fong Zia Road, Nantao, had either to seek shelter in shops or lie down on the ground at about 11.15 a.m. yesterday, when two robbers, encountering a police party, engaged the latter to a gun fight. In about 50 shots fired, three pedestrians and one police constable were wounded. One armed man and with four suspects were arrested.

The couple were chased into the Chinese territory by the French Police after they had robbed a Chinese woman of \$1,100 in banknotes in Rue du Marche, near Rue Lafayette. Before they crossed the border, an Annamite constable attempted to stop them but was fired upon. The shots went wild.

According to the victim, she was carrying the money from a pawnshop to another pawnshop in the same street, where her husband was employed, when a woman, a perfect stranger, engaged her in conversation. Suddenly two men appeared with pistols, throwing pepper into her eyes. Her package containing the money was quickly snatched away, and she screamed at the top of her voice for help.

Met a Police Party

Chased by several pedestrians, the robbers entered Nantao by way of the Tang Ka Wan Market. Chinese Constable Li Po-chin, who heard shots fired on the boundary, immediately rushed an alarm to a station. While the woman who took part in the robbery was lost sight of, the two men were seen running towards Fong Zia Road. In pursuit, Constable Li was fired upon and wounded in the foot.

Before the couple got to the other end of the street, they were met by a police party headed by Inspector Kung Tung-cheng. Without warning, the robbers opened fire, to which the policemen replied, the shots dispersing scores of pedestrians in the street. In the confusion, one gangster escaped, while the other was captured with a pistol in his hand. A portion of the loot was also found in his possession.

Of the three wounded pedestrians, all of whom were of the labouring class, two were reported to be in a serious condition. They were all sent to the Municipal Hospital on the Nantao Bund.

WHEN MRS. LINDBERG WAS AFRAID

(Special Air Mail Service)

London, Aug. 15.

Moments of terror in the air are graphically described by Anne Morrow Lindbergh, wife of Col. Lindbergh, in her first book, "North of the Orient," published to-day. It tells of her air cruise with her husband to China in 1931, via Point Barrow, Nome, and Petropavlovsk.

Describing an occasion when Lindbergh, caught in thick fog over volcanic country, sought desperately for an opening, she writes: "His face was set. I could see it out of the side of the cockpit, the wind flattening it like a skeleton. His lips were tightly closed, like a man gritting his teeth in his last fight. Were we two, I wondered, at our last fight?"

Another passage describes how the Lindberghs were spilled into

GAINS FAME IN MUSIC

Miss Esther Lyen Of Hong Kong



Miss Esther S. Lyen, the talented young daughter of Mrs. Margaret Lyen, prominent local resident arrived here on the s.s. Conte Rosso accompanied by her mother (who went to Singapore to meet her) from Europe.

Miss Esther S. Lyen first went to London where she obtained her degree as a Licentiate of the Royal Academy of Music, later proceeding to Germany for further studies.

Miss Lyen was educated at the St. Stephen's Girls' College and received her early training in pianoforte music under the instruction of Mr. Frederick Mason and Miss Luba Pecker. She will be giving lessons locally and we hope to hear more of her recitals over the radio and local concerts.

the Yangtze River while their plane was being lowered from the British aircraft carrier Hermes. Something went wrong.

"Better get ready to jump," my husband's voice shot at me tersely, she writes. "I climbed out and looked into the muddy current. 'Jump!' he shouted, and I jumped. We were swept downstream to a lifeboat where we climbed aboard and wiped dirty Yangtze water off our faces."

Throughout the book runs an echo of her happiness with her husband, and there are intimate glimpses of her love for her little baby, later to be kidnapped and killed.

Finally Mrs. Lindbergh tells why she likes flying. "It is magic," she writes, "that has more kinship with what one experiences standing in front of serene Madonnas or listening to cool chorales or reading one of those clear passages in a book—so illuminating that one feels that the writer has given the reader a glass-bottomed bucket where-with to peer through the ruffled surface of life far down to that still permanent world below."

JAPAN ON THE MAINLAND

An "Independent" North China

(Special Air Mail Service)

London, August 15.

When General Ugaki, now Governor General of Korea, was Minister for War he advocated the increase of the standing army in Korea on the ground that if there were trouble in Manchuria troops could be sent by rail across the border to settle it, without the uproar that was excited among the Powers when they were dispatched from Japan by transports, writes a correspondent. Evidently a similar idea actuates General Hayashi, the present Minister of War, who recently returned from a tour through Manchuria. Again, a year ago, he has broken his predecessor General Araki's promise that the military expenditure in Manchuria will be reduced. It needs rather to be increased, he says. The bandits, it is true, have been reduced from the highest official estimate of 210,000 to between 20,000 and 30,000, but the army, instead of being reduced, needs strengthening by another division at least, though it is doubtful whether Japan can spare so many or afford to keep them on a war basis, he might have added.

SOVIET TROOPS

There are, the Minister for War said, some 240,000 Soviet troops along the border, who need watching. (In this connection there is trouble over orders for 60,000 tons of cement—and prospective orders for another 100,000 tons—which are part of the payment in kind for the Chinese Eastern Railway. To the military mind cement can only mean fortifications; but it is so much an article of ordinary commerce that the objection has withered away to a complaint that it was sold too cheaply and that it was objectionable—seeing that cement is also used for military purposes—to allow a Soviet agent to come into the cement mill to watch the manufacture in progress). The army in Manchuria will be as convenient for use in North China as that in Korea was for use in Manchuria.

Normally the army will not allow it to be said in the press that its opinions do not perfectly coincide with those of the Foreign Office, but apparently there are exceptions. Lately Mr. Ota, the Ambassador in Moscow, came home on leave and made a speech to leading business men at the Osaka Club. Mr. Ota told his hearers that Russia would require a large quantity of Japanese goods for the second Five-year Plan, that she was inspired by a new and pacific spirit, and that rumours of aggressive actions on the border were "deliberately alarmist, in order to keep the sense of national crisis alive in the public mind." The army was reported to be exceedingly angry about this, and ordered Colonel Kanda, Chief of the Russia Section of the Army General Staff, to Osaka, so that he might speak to the business men and give them the correct view on this subject.

"NO INTERFERENCE"

There are rumours the army tells us, of an independence movement in North China. The "Asahi" stated that the army was much annoyed about them and that it had sent instructions to North China to control all such rumours. Mr. F. D. Butler, British Consul General at Mukden, called on General Minami, Japanese Ambas-



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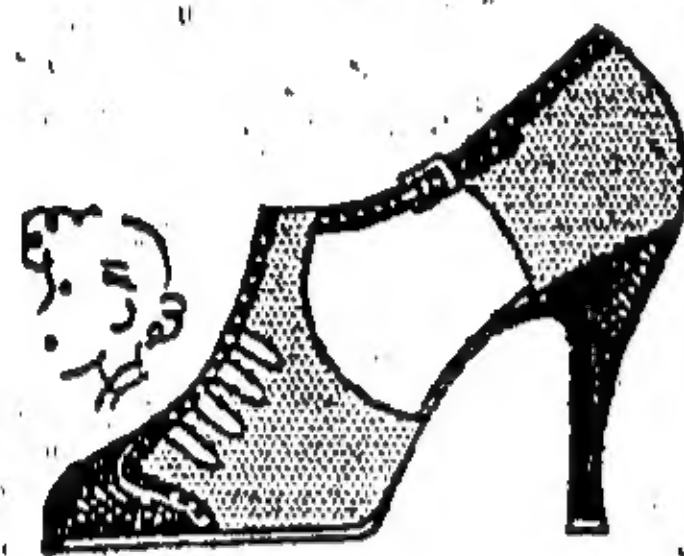
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THE AERIAL MIGHT OF SINGAPORE

Most Impressive Pageant

Singapore, Aug. 28. The aerial might of Singapore went on parade at the Royal Air Force base on Saturday, writes a special representative of the "Singapore Free Press".

It was the most impressive air pageant ever witnessed in a British Colony east of Suez. It wrote a new and a glorious page in the already proud, though short, history of the local R.A.F. Station.

I hesitate to guess the number of people who watched the thrilling display but it must have been well over 20,000.

Perfect flying made us gasp. We ducked our heads involuntarily as pilots swooped their machines to within fifty feet of the ground before soaring skywards again leaving behind a trail of fumes from their exhaust.

We were treated to a display of immaculate drill, army co-operation work, wing drill and bombing by the aircraft of the two squadrons. It was thrilling.

There was the "circus" of exhibitions of aerobatics by two Tiger Moths, the training aeroplanes of the R.A.F., piloted by Flight Lieut. F. L. Pearce and Flight Lieut. J. H. Hargreaves, crazy flying by one of the best exponents, Mr. Newark, chief instructor to the Kuala Lumpur Flying Club, and stunting by Mr. Greenwood, chief instructor to the Penang Flying Club.

We clenched our fists and gasped—particularly at Mr. Newark's antics just fifty feet above the ground. There were the fly pasts, too, by the heavy and sombre Southampton Flying Boats of No. 205 Squadron, and the "planes of the three flying clubs in Malaya. We stood impressed by the majesty of the flight of the former and the princeliness of the latter each piloted by amateur airmen who later proved their skill.

We had our eyes raised heavenwards for close on two hours—but what matter aching sockets or twisted necks. It was worth it. **IDEAL WEATHER**
The weather was ideal though not fully up to the Jubilee "standard" of sunshine—a great boon though—and the thousands of spectators kept cool and cheerful.

As I watched the magnificent pageant, I was reminded of the message of the King to the Secretary of State for Air (Sir Philip Cunliffe-Lister) following the great R.A.F. review at Duxford, Suffolk when His Majesty said he had been greatly impressed by the smartness on the ground and the efficiency in the air of the Force which left "no doubt that they will prove fully equal to any task which they may be called upon to fulfil."

These words might very well be applied also to the officers and rank and file of the R.A.F. Station, Singapore.

GATES OPEN AT NOON

In anticipation of a tremendous influx of thrill-seeking visitors, the gates of the Base were opened at noon—very wisely too. Cars began to arrive from shortly after that hour and by three o'clock there was a long procession of slowly moving vehicles along the two roads that converge in to the Base. It was quite apparent that this Jubilee pageant had very much gripped the interest of Singapore.

Anyhow, there was much to interest us early-comers.

We were initiated into the mysteries of plane construction. We were shown the intricacies of their fabrication and the solid construction of propellers. There are made from laminated mahogany glued in rough form and shaped afterwards five coats of cellulose lacquer are then applied after which the aircrew is tested for balance and truth.

ARMAMENT OF THE AIR

We were shown the armament of the air, machine guns and bombs which ranged from the small 20-pounders to the large 550-pounders. We learned through the Hythe camera gun how pilots and gunners are trained in fighting. Instead of firing bullets, photographs are taken of the target. We put on parachute strappings.

Outside on the aerodrome, Mr. and Mrs. Singapore and family took 35-flips in a Qantas machine and the "planes of the Royal Singapore Flying Club" and the Kuala Lumpur and Penang Flying Clubs.

In truth, we became "air-mad" on Saturday!

Over 300 went up—and came down thoroughly air-minded. Shortly before two o'clock, Parliament, the Dutch aviator, of London-Melbourne air race fame, arrived in a Douglas airliner which

was soon surrounded by a crowd anxious to see the interior of a Dutch "flying hotel." An hour later, the liner left on its way to Europe, laden with passengers and mail.

A Qantas machine from Darwin arrived about the same time as the Dutch.

A BRAVE ARRAY

Drawn up in brave array on the aerodrome were the tank bombers. In the centre of the vast ground was a life-like fort with two Hawker Horsley bombers standing sentinel. One of these, with the castle was fated to "go up" in flames and smoke in the piece de resistance of the pageant, an attack by bombers.

In the Johore Straits the giant six-engined Singapore III flying boats, one of the latest types developed for the Royal Air Force, floated on placid waters.

Over 60 "planes were on "show." There were the 18 planes in each of the two squadrons of torpedo bombers, the three giant Singapore III flying boats, two Tiger Moths and one Audax spotter flight plane, while there were 13 civil aircraft from the three flying clubs.

Flying was not simple, visibility being poor.

A BUSY BEE-HIVE

For four hours the aerodrome resembled a busy bee-hive. Bees, little ones (the tiny Puss Moths) and big ones (the bombers) flew out from their cells in the hive, buzzed about tremendously in the air, and after showing off their prowess at precision in their movements and capabilities of "stinging" returned to their nest humming gently filled with the honey of satisfaction of work well done.

The drones—sitting at tea or loitering or reclining on the ground on the two natural "grand stands"—admired and applauded.

It was an afternoon of the humming of engines swelling into roars as the machines passed overhead, of the air vibrating to the high-speed revolutions of propellers.

GOVERNOR ARRIVES EARLY

The enclosures were thronged by a colourful crowd, and there was something in the nature of a party atmosphere prevalent. The Governor, wearing a grey suit, Lady Thomas and Miss Thomas, Sir Andrew Caldecott, H.E. the Sultan of Pahang, and Commander W. B. Mark-Wardlaw were early arrivals. Their Highnesses the Sultan and Sultana came in the evening.

Two members of the United States Air Corps in Manila, Capt. Richard D. Reeve and Lieut. Austin A. Straubel, who have come to Malaya for a month's big game hunting in Pahang, were present at the invitation of Air Commodore S. W. Smith.

THE SILVER MARKET

(Special Air Mail Service)

London Aug. 18.

The dullness of the gilt-edged market yesterday was attributed in some quarters to the Abyssinian crisis, but there is reason to believe that a more potent factor was the quietness of business owing to the holidays. The vagaries of American silver policy had a sharply upsetting effect on the bullion market yesterday, for the American Treasury, finding a large amount of the metal on offer from the East, estimated at 15,000,000 oz., decided further to reduce its buying price by 1d. to 29.3-1/4d. an ounce. Later in the day the price fell even lower. Monetary disturbance was caused in the East when America was busy fixing the price of silver, and now a fresh disturbance is being caused by a reversal of that policy. Hong Kong is faced with an awkward problem, for yesterday her exchange fell 1d. to 1s. 11 1/2d., bringing the rate below the export point.

HONGKONG AUTHORITIES

Ordinarily the Hong Kong authorities, by modest operations in silver, would have been able to correct this position, but with one large buyer exercising absolute predominance over the silver market it is impossible for the authorities to resort with the same confidence to the usual adjusting operations. Although when the United States embarked upon her silver policy it was explained that the objective was not merely to assist the silver-producers of the United States, but also to increase the purchasing power of the silver-using countries, it would now appear that the American Treasury is less concerned with the world than with the domestic effect of its policy. The desire to carry out a silver policy on broad lines seems now to have given way to a desire to give the better of the speculators who had

AROUND THE COURTS

Possession Of Bad Money

Charged with the possession of 12 counterfeit 10 cent Hong Kong pieces, at Shanghai Street outside house No. 440, Chung Tak (24) unemployed pleaded to Mr. W. M. Thomson at the Kowloon Magistrate's yesterday that he was unaware that they were "bad."

Wong Sing, a district watchman then gave evidence of the arrest which was effected at 12.20 p.m. on Sunday. He saw defendant with a parcel under his arm, and in answer to his question was told by the latter that it contained handkerchiefs. On closer examination, however, the parcel was found to contain 13 Hong Kong ten cent pieces, which appeared to witness to be false.

In answer to a question by the witness, defendant said that he received them as change for a silver dollar with which he had obtained a meal, but when asked by witness to was unable state with any clearness where the shop in question was situated. He took witness to Hamilton Street, before admitting that he did not know where the shop was. Lo Shiu Chin, a money changer of No. 125 Shanghai Street, who had 20 years in the business, gave it as his opinion in the witness box that they (the coins) were very good imitations.

When asked what he had to say defendant told the Magistrate that he was a new comer to the Colony. He was walking along a street, when someone threw some money about, and he (defendant) together with some boys gathered them. "I had them on me when I was arrested," concluded defendant.

Detective Sergt. Allen said that apparently the defendant had only been in the Colony for about five days, for the only thing that he possessed was a small basket that contained his personal belongings. He would ask however, that a serious view be taken of this case. Sentence of two months imprisonment was imposed.

bought in the belief that America intended to buy silver until the specified proportion of silver to gold was reached, or the coinage figure of \$1.20 was attained. While in some quarters it is believed that the American Treasury will resume its policy of raising the price of silver when the present "bull" of the metal have liquidated their holdings, there can be no certainty on this point, since the American programme is permissive and not obligatory.

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IN TAIWAN (FORMOSA)

IN CHOSEN	TAIPEI	IN MANCHURIA
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SOLVING THE COLONY'S WATER PROBLEM

Impounding Begins At Shing Mun

Before a distinguished gathering yesterday afternoon, His Excellency, Sir Thomas Southey, K.B.E., C.M.G., the Officer Administering the Government, attended by Mr. J. H. B. Lee, Private Secretary and Captain W. J. R. Craig, A.D.C., performed a brief and epoch making ceremony—to use His Excellency's own words—at the Shing Mun Jubilee Dam, when he set a siren blowing by means of an electrically controlled plug board, which was the signal for engineers to close the main valve in the scour pipe.

Mr. G. B. Gifford Hull, Resident Engineer addressing the gathering after His Excellency's arrival said that as soon as Sir Thomas had performed the brief ceremony of closing the main valve, every drop of water would be impounded by the dam until the water reaches the spill.

At a signal from Mr. Gifford Hull, Sir Thomas placed the level in the socket. The gathering then adjourned to the grounds outside one of the many pleasant bungalows, where tea and light refreshments were served.

GOVERNOR REVIEWS POSITION

Addressing the gathering, His Excellency said:—

Mr. Hull, Ladies and Gentlemen,—There was, nothing spectacular about to-day's little ceremony but yet it marks a very definite step in the attack on the water problems of Hong Kong, an attack in which the Shing Mun Dam is the most important operation.

These water problems have been with us practically ever since the foundation of the Colony and the Government has been accused, not without some show of justice in the past, of allowing the needs of the Colony to outstrip the supply of water available. This accusation we hope will not again be justified in our generation though he would be a bold man who would dare to prophesy how long it will be before even the Jubilee Reservoir proves inadequate.

The climate and natural features of the Colony have made the task of giving an adequate water supply a very difficult one for our Engineers for if a constant supply of water is to be given throughout the year it is necessary to have in store, at the beginning of the dry season, in October, a full six months' supply. The available storage space on the Island of Hong Kong is as you know limited; but the growth of the population has been unlimited.

I have been told that when Sir Henry May opened the Tytamuk Reservoir in 1918 it was stated that Hong Kong's water problems had been solved. Such were the vagaries of our weather and such the growth of our population that the Colony was, I understand, on a restricted supply within three or four years.

MAINLAND SUPPLIES

Except for the comparatively small upper Aberdeen Reservoir, the Tytamuk Reservoir marked the limit of storage on the Island and our Engineers were forced to look to the mainland for further supplies for Hong Kong. Now the mainland already supplied the growing city of Kowloon and I am not sure that the Kowloon Residents viewed with any great enthusiasm the proposal to make use of their supply to meet the needs of Hong Kong even though they had the inestimable benefit of a perennial stream from which to draw. And if we had not decided to build the Shing Mun Dam, thereby creating the Jubilee Reservoir they would have had some reason for their fears, for their reservoirs were none too large for Kowloon, and the river, though it never runs dry, comes perilously near it at certain times of the year.

The first cross harbour pipe line, recently duplicated as you know, which was the necessary preliminary to a raid on the Kowloon water supply, was not approved without considerable misgivings. Its success was instantaneous and it has proved of the utmost value even without a large storage reservoir from which to draw its supplies. The Honourable Mr. R. M. Henderson, Mr. A. B. Purves and Mr. W. Woodward, who were principally responsible for the design and laying of the cross harbour pipe, are greatly to be congratulated on its success. But the scheme was of very limited usefulness without a large storage reservoir and after our disastrous experiences in the water famine of 1929, the Government had no alternative but to proceed, regardless of its great cost, with the second stage of the Shing Mun Valley Scheme which had been worked out some years before by our very able Water

Engineer, Mr. R. M. Henderson, now Director of Public Works. This involved the great Gorge Valley Dam which we have visited this afternoon.

WORK BEGUN

A work of this magnitude could not be carried out by our own Engineers in addition to their ordinary duties and our consulting Engineers, Messrs. Binnie, Deacon and Gouley, selected Mr. G. B. Gifford Hull, an Engineer of wide experience and proved ability in this type of engineering, to carry out the work according to their designs. Many months were spent in preliminary investigations and preparation of plans but at last in 1933 the work began and it then became a race against time to see if we could obtain any relief from the dam against a possible water famine in the spring of 1938.

So far as the Engineers are concerned, ladies and gentlemen, that race has been won and you have witnessed this afternoon the closing of the last remaining outlet of the Shing Mun river and the Jubilee Reservoir has been born. At what pace Mr. Hull's child will grow depends now not on the Engineers but on the weather which no one, not even the meteorologists, can control. This much, however, we do know that from to-day every drop of water which comes down the Shing Mun River will be impounded by the Dam until the water reaches the spill and as we are over eleven inches below the average in our rainfall for the year we can reasonably hope for a considerable amount of rain before the dry weather sets in.

HEIGHT OF DAM

Now you are not to suppose from this that the Dam has reached its full height. Far from it, the Dam is only 160 feet high with another 115 feet still to be added and can impound only some 500 million gallons of water as against the 3,000 million gallons which the completed Dam will provide some one and a half years hence; but the Dam is being raised every day and the Engineers have calculated that, short of some catastrophic calamity, they can build faster than the reservoir can fill in the few weeks of wet weather still remaining before the dry season. This decision was not made without grave consideration by our Engineering experts and it was necessary for Mr. Hull to make a special journey to London early this year in order that the Colony might enjoy an increased water supply in the coming dry weather. We need now a generous but not excessive rainfall in the next few weeks to reap the full benefit from to-day's brief but epoch making ceremony. After Sir Henry May's experience at Tytamuk I am going to make no prophecies but I can safely say that barring unforeseen accidents the Colony from now on will have an ever increasing supply of water until the 3,000 million gallon mark is reached and that the end of our periods of restricted supply, at any rate until the Colony grows much larger, is definitely brought one stage nearer.

TRIBUTE TO STAFF

I cannot close without asking you to join with me in congratulating Mr. Hull and his staff, and the Consulting Engineers on the success which has attended their work. This is not the time to go into details which can be dealt with more properly at the opening of the finished dam but I must

NO INTENTION TO FRAUD

Boatman In Trouble

Described as a habitual drinker by the prosecuting officer, Ho Pui (30) of boat No. 3480 was charged before Mr. W. M. Thomson at the Kowloon Magistracy with obtaining credit by fraud, by partaking of a meal to the value of 82 cents from the Kwan Chan eating house at No. 183 Reclamation Street, Yau-mat on Sunday, without paying for same.

Defendant pleaded guilty to the charge, and was bound over by the Magistrate in a \$25 bond to come up for judgment in one year. He was further ordered to pay \$1 to the complainant as compensation for the meal, failing which he was to go to jail for seven days.

The prosecuting officer, Inspector Shannon in presenting the facts of the case, said that defendant at 5 p.m. on Sunday went into the eating house at Reclamation Street and ordered a meal and wine, of which he partook. When asked for payment he said that if they permitted him to go to No. 19 Portland Street he could obtain some money. However on arrival there he was unsuccessful, and a trol of the shop then took him back, where he was handed over to a constable.

Inspector Shannon said that when defendant arrived at the station he was in a very intoxicated state. There was however, no evidence to say that he was drunk when he went into the eating house. It appeared to him that defendant did not have any intention of frauding the eating house, but after the meal he was incapable of obtaining the necessary cash.

In binding over the defendant, the Magistrate gave him a piece of advice by telling him to keep out of the way of the Police when next he wished to drink, or else he would have to forfeit his bond.

express to them all the thanks of the Colony for the engineering skill and the devotion to duty which have enabled the work to proceed, in spite of many difficulties, with much speed as to give us the benefit of an increased water supply so soon after the commencement of the work.

TYPHOON WANTED!

Interviewed by the representative of the "Daily Press" one of the engineers in charge of the scheme, said that it was their intention to raise the water to a level of 528.00 feet above sea level. The bed bottom of the dam is 320 feet above sea level, so it can readily be seen that, should there be enough rain or course, it was their intention to have approximately 200 feet of water stored.

"One typhoon will give us all we want" added our informant, and apparently this will be the first time in the history of the Colony that a typhoon will be welcomed rather than the contrary. Otherwise, if the weather continues such as experienced last month, it will take at least three months before the water reached the desired level.

When completed the dam will be 635 feet above sea level and there is yet another 100 feet to be completed.

THE GUESTS

Guests invited included the following:—His Excellency the General Officer Commanding, Lieut-General O. C. Borett, His Honour the Chief Justice, Sir Atholl MacGregor and Lady MacGregor, Mr. Charles L. Hoover, Consul General for the United States and Mrs. Hoover, Mr. H. Gipperich, Consul General for Germany, and Mrs. Gipperich, Mons. R. Soulanges-Tessier, Consul General for France, Commodore and Mrs. C. G. Sedgwick, Hon. Mr. C. G. Alabaster, Hon. Mr. E. Taylor, Hon. Mr. R. M. and Mrs. Henderson, Hon. Sir Henry and Lady Pollock, Hon. Mr. R. H. Kotewall, Hon. Commander and Mrs. G. F. Hoie, Hon. Dr. and Mrs. W. B. A. Moore, Hon. Mr. J. P. Braga, Hon. Mr. S. W. Ts'o, Hon. Mr. T. N. Chau, Hon. Mr. W. H. and Mrs. Bell, Mr. and Mrs. G. R. Sayer, Mr. W. Schofield, Mr. and Mrs. D. Burlingham, Mr. and Mrs. E. H. Williams, Mr. and Mrs. E. Green, Mr. and Mrs. E. W. Hamilton, Mr. and Mrs. J. Owen-Hughes, Mr. H. R. Butters, Mr. A. W. G. H. Grant, Mr. Lawrence Kadoorie, Mr.

THE DEFENCES OF CEYLON

More Men And Equipment

All eyes in Ceylon are on Defence.

The island occupies a position of great strategic importance. It did not escape the attention of the enemy even during the Great War. An officer serving with Captain von Muller in the notorious Emden said that, if Colombo did not pay the toll taken from Madras by that cruiser, it was because of the greater efficiency of Colombo's defences.

It has now become obvious that Ceylon will be an important point in the scheme of Empire Defence, sharing this responsibility with Singapore, Hong Kong, and Australia's proposed chain of forts. Trincomalee, in the north of Ceylon, is rapidly being made into a first-class naval base, and it is possible that the colony will have its own Defence Council.

Great effort is being made to bring the island's military forces up to strength, and provision will be made in next year's Budget for many improvements.

It is felt that the Defence Force of the island must be mobile enough and well enough equipped to meet invasion by sea or by air. It is possible also that it will be augmented by a regular British regiment.

EUROPEAN UNITS

It is possible that a regular military unit will be recruited locally. Ceylonese cannot join the Ceylon Mounted Rifles or the Ceylon Planters' Rifle Corps, because these units were constituted by special legislation which does not permit the enrolment of non-Europeans.

It is obvious that the East Indies Station of the Navy and the Ceylon Defence Force will work together closely. That "the Navy is Ceylon's greatest protection" is the view of the President of the Ceylon Branch of the Navy League. He told the branch at its last meeting that the Island's Volunteer Naval Reserve Bill, as soon as it had received Royal Assent, would place the body on a proper footing, and that training would begin within a few months. It would be a fresh opening for Ceylon's young men.

In the general defence scheme the Nicobar Islands are likely to become the half-way house between Malaya and Ceylon. Singapore R.A.F. flying boats will soon be paying a visit to these Islands and will stop there for refuelling on their flight to Colombo.

The Islands, which as Sir Reginald Craddock told the House of Commons not long ago use coconuts for currency, will almost certainly be used as a regular stopping-place when the air service between Ceylon and Malaya takes shape.

THEFT OF A WATCH

Sentence of 3 weeks imprisonment was imposed by Mr. W. M. Thomson at the Kowloon Magistracy yesterday morning, on Chan Fat (37) who was charged before him with the theft of a wristlet watch on August 31, from Fung Chun (25) a bean curd maker of No. 197 Reclamation Street. It was stated by the prosecuting officer that complainant on missing his watch asked for defendant who could not be found on the premises. He sent out a folt to look for the latter, and fortunately he was seen, strolling along Battery Street. When questioned defendant admitted taking the watch.

A pawn ticket was found in his pocket relating to the watch which he had pawned for \$1.00. The value of the watch was said to be \$4.00. An additional order was made by the Magistrate for the dollar to be refunded to the complainant so that he could redeem the watch.

L. W. Amps, Mr. A. Breary, Col. and Mrs. M. Carrington-Sykes, Mr. and Mrs. F. H. Crapnell, Prof. and Mrs. L. J. Davis, Lieut. Col. and Mrs. E. S. Doughty, Mr. and Mrs. Lambert, Dunbar, Col. and Mrs. M. H. Fordham, Professor L. Forster, Col. M. H. Logan, Col. E. C. Harrison, Col. A. C. Marsh, Col. Mrs. and the Misses Morris, Mr. and Mrs. Felix Joseph, Dr. and Mrs. A. B. Purves, Dr. and Mrs. J. T. Smalley, Mr. and Mrs. J. H. Taggart, Major and Mrs. H. St. G. Thoyra, Mr. and Mrs. W. T. Stanton, Mr. G. O. Wood, Mr. and Mrs. K. E. Craig, Mr. F. G. Wigg and Mr. and Mrs. O. K. Curtis.

SUI AN ON THE RUN AGAIN

Settlement Effected

After negotiations between the officers of the Hong Kong, Canton and Macau Steamboat Company and the Kwangtung Seamen's Union regarding the suspension of the service of the s.s. Sui An which was held up at Canton due to the crew going on a strike on Friday, a settlement has been effected whereby several of the demands were met.

One of these demands was that the Chief Officer of the Sui An, Mr. Carter be removed from the ship. It was revealed at a meeting that Mr. Carter himself asked for a transfer to another ship stating that under the present circumstances it would be hard for him to get on in the boat.

This information was given to an extraordinary meeting of the Directors of the Steamboat Co. which was held on Sunday and when a representative of the Union came to Hong Kong and was told of this development he gave an undertaking that the crew would rejoin the ship immediately.

The Sui An is at present moored off the western end of West Point, having arrived in Hong Kong late on Sunday after a trip which proved a gruelling experience for the scratch crew aboard.

Deserted by her regular crew the Captain had difficulty in bringing her down and the efforts of the scratch crew however managed to do the task—a no mean feat. The purser, the wireless operator and the guards all acted as stokers, working in short shifts. The regular crew arrived here yesterday by train and took over the duties once again.

CROP OF TRAFFIC ACCIDENTS

One Fatal

Several traffic accidents were reported to the police during the week-end in one of which it turned out to be fatal.

Mr. D. W. Munton, manager of the China Light and Power Company Limited, was involved in a motor accident on Saturday resulting in a Chinese girl being killed.

According to a police report, Mr. Munton was driving car No. 4230 in Waterloo Road when the child ran out and was struck by the bumper.

The girl, Ho Nui, aged seven years, was removed to the Kowloon Hospital in a critical condition. She died yesterday.

The accident occurred near the junction of Argyle Street.

A fracture of the right leg was sustained by a boy, Leung, Kai-wing, aged 13, of 573 Reclamation Street, when he was knocked down by car No. 2058 driven by Chiu Chiu, clerk of the Tat Chee Garage. The boy received treatment at the Kowloon Hospital.

LADY INVOLVED

Mrs. A. J. Kew, of 111 Waterloo Road, Kowloon, Tong, has reported to the police that while driving private car No. 4037 along Taiipo Road towards Fanling on Sunday morning, and when overtaking a motorbus, she misjudged the road and drove the car into a ditch. The accident occurred about 100 yards from the Taiipo Market. No one was injured but the right front and rear mudguards of the car sustained minor damage. The car was later taken out of the ditch and driven back to Kowloon.

FALL INTO HARBOUR

An Austin car, No. 2242, owned by Mr. E. W. Fielding, of 8 Bay View Mansions, fell into the harbour yesterday morning from the Central Praya, according to a police report. Mr. Fielding parked the car in Connaught Road Central. He had just got out of the car and was walking away when it moved forward and went over the praya wall into the water.

While driving car No. 2699 along Castle Peak Road about 4.30 p.m. on Sunday Mr. A. Reed, of 11 Stafford Road, collided with another vehicle, number unknown. Both vehicles were slightly damaged but no person was injured. A report of a similar accident at the same place and about the same time was made to the police by Mr. T. M. L. Redmond, of 111 Waterloo Road, Kowloon, who was the driver of the other vehicle involved in the collision with Mr. Reed's vehicle.

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NEW ADVERTISEMENTS

CALL

CHINA UNDERWRITERS, LIMITED.

NOTICE is hereby given that a call of \$1.00 per share has been made upon all members holding shares upon which \$4.00 per share only has been already paid, and that the same will be payable to the Bankers of the Company, Hongkong and Shanghai Banking Corporation, at Queen's Road Central, Hong Kong, on or before the 8th September, 1935.

Dated 31st May, 1935.

By Order of the Board of Directors,
HERBERT R. STUBB,
Managing Director.

[3778]

NOTICE.

VIOLET CAPELL DANCING ACADEMY. New term commences WEDNESDAY, 4th September. For further particulars apply 9, TORRES BLDGS. Phone 57117.

NOTICE.

NOTICE is hereby given that the partnership heretofore subsisting between Mr. H. K. Woo and the undersigned F. E. Nash carrying on business as Solicitors under the style or firm of "Woo and Nash" was on the 31st day of August, 1935, dissolved by effluxion of time and that as from the 1st September, 1935, the said F. E. Nash will practice on his own account under the style or firm of "F. E. NASH & CO." at Bank of East Asia Building, Hong Kong.

F. E. NASH.
1st September, 1935.

[3777]

NOTICE.

NOTICE is hereby given that the partnership heretofore subsisting between H. K. Woo and F. E. Nash carrying on business as Solicitors at No. 4, Queen's Road Central, Hong Kong, under the style or firm of "Woo and Nash" has been dissolved as from the 1st day of September, 1935.

NOTICE IS ALSO GIVEN that the said H. K. Woo who retains all the papers and documents of the said late firm of Woo and Nash will, as from the 1st day of September, 1935, continue to carry on the business in continuation of which the said late firm had until the 31st day of August, 1935, been carrying on business, at the same address and under the firm name or style of "Woo and Nash".

Dated the 1st day of September, 1935.

H. K. WOO.
[3776]

THE HONGKONG ELECTRIC CO., LTD

IT IS HEREBY NOTIFIED that an Interim Dividend of One Dollar per Share has been declared for the six months ended 30th June, 1935, and will be payable on and after MONDAY, 23rd SEPTEMBER, 1935. Dividend Warrants may be obtained on application at the Company's Registered Office, P. & O. Building.

THE REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, 10th SEPTEMBER, to SATURDAY, 21st SEPTEMBER (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors
GIBB, LIVINGSTON & Co., Ltd.,
Agents.

Hong Kong, 28th August, 1935.

[3766]

DONT FORGET

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DEATHS

McNEILL.—On August 24, 1935, at Greenock, Scotland, Duncan McNeill, aged 75 years.

LAMASHEVSKY.—On August 28, 1935, at her residence, Shanghai, Rosalie Antonovna Lamashevsky, aged 73 years.

BIRTH

DAVIES-EDWARDS.—On July 16, 1935, to Mr. and Mrs. T. E. Davies-Edwards, at Carshalton, Surrey, a daughter, Mary Rheannon.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.
Night Editor (Wancanai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press

HONG KONG, SEPTEMBER 3, 1935.

THE FOOTBALL SEASON

The football season at Home has already commenced and it will not be long before the local season will again be in full swing. The Clubs concerned in the league have started their "kick abouts" and it would perhaps be true to say that the large number of people who have the interests of the game at heart are somewhat anxious as to what the approaching season will hold in store for us. It will be remembered that an unusually large number of fouls and unsportsmanlike incidents completely ruined the last season. It would perhaps have been "understandable" had these incidents been confined to the "graffiti" but unfortunately some of the leading lights in local soccer were also concerned in them, and despite the fact that a good few were suspended from active participation of the game, these incidents kept on cropping up until the end of the season. Amongst the many reasons advanced for this unfortunate state of affairs was the one which alleged that the referees dared not take too drastic steps for fear that their actions would not be supported by the Association "when the case is heard." A referee's lot is, it is well-known, a most unhappy one and especially in Hong Kong is this the case. The spectators, most of them made up of Chinese of the lower classes, do not appreciate the finer points of the game and to the majority of them the word "sportsmanship" does not exist. They go to the games with but one object—to see their team win at all costs and when things are not going the way they desire, they begin to "barrack" and even urge the players to adopt unfair tactics. Very often they even encroach on to the field of play where they lend "physical support" to their favoured side.

All this has led to a strong appeal from His Excellency the Officer Administering the Government, when he presided at the annual meeting of the Football Association, to the different Clubs to see that the games are carried out according to the best traditions of football, and there is no denying that there is a grand tradition behind this form of sport. When football was first played in the Colony there were not only no Chinese taking part in the games, but amongst the spectators as well the Chinese were conspicuous by their absence. Gradually however, their prejudice against the game waned and they began to attend matches and later, take part in them; and to-day they boast the finest team in the Colony. Football therefore, soon began to adopt a double role here, as in other countries, for in addition to providing the players with some of the finest exercise possible, the game also acted as a goodwill ambassador, for East and West met in friendly rivalry and on the field they had the opportunity of studying each other and thus some of the obstacles that stood in the way of international goodwill were removed. This however, was not all, for the ties thus made were further strengthened when the teams met each other at the dinners and social functions that were attendant on some of the more important matches and it was generally acknowledged that sport had accomplished in a short time what "social negotiation" had

ST. LEGER BETTING

Bahram Remains Favourite

London, Sept. 2.
The following is the latest call-over for the St. Leger:—
8/11 Bahram, laid and wanted.
10/1 Field Trial t. and o.
10/1 Fair Bairn o.
100/8 Solarray.
20/1 Halran o.
22/1 Buckleigh o. 25/1 t.
28/1 Portfolio o.
Fair Trial has been struck off as he is coughing and has a high temperature.

HOME CRICKET

Another Win For Yorkshire

London, Sept. 2.
Yorkshire, County Championship leaders, gained another victory today at Portsmouth when they concluded their match with Hampshire, they won by an innings and 116 runs.
After declaring at 309 for eight wickets, Yorkshire dismissed Hants for 94 runs. Bowes taking four wickets for 17 runs and Verity taking the remaining six wickets for 52.
Hampshire were thus forced to follow on. They collapsed again for 94 runs, Verity once more being in deadly form with the ball. He took six wickets for 55 runs this time.

JAPANESE NOTE TO CHINA

Terrorists In Hopei

Tientsin, Sept. 2.
The Japanese Consul has despatched a note to General Shang Chen reiterating the demand for suppression of the secret and terrorist organisation in Hopei which he originally demanded on May 31, but which allegedly had not been fulfilled.

The note added that unless adequate and decisive measures are taken by the authorities to eradicate their evil activities, it would be most difficult to bring about a peaceful atmosphere and restore a normal atmosphere in Sino-Japanese relations.

ABYSSINIAN PEOPLE'S CONGRESS

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1884. Received, September 2, 7.30 p.m.)

Paris, Sept. 2.
The Labour Party leader, George Lansbury, who was to have been one of the principal speakers at the impending session of the "International Congress of the Abyssinian people" informed the committee that he will be unable to attend personally and that he will send a detailed statement instead. Mr. Lansbury's decision is believed to be due to the fact that objections against his appearance at the Paris meeting had been raised from various quarters.

Transocean Kuo Min.
failed to do in years. Things went on smoothly for a time and in victory or defeat, East and West behaved like real sportsmen. While the players remained unchanged, success soon made the spectators take too much for granted and they began to expect their teams to win every game and that, to our mind, was the root of all the trouble. It seems a thousand pities that the football crowd can not be educated to a higher degree insofar as sportsmanship is concerned for that would save a lot of trouble. What the approaching has in store for us remains to be seen, but if we cannot have cleaner football than we did last season, then far better would it be to have no football at all, for football of that sort not only affects the good name of a handful of clubs but also the good name of the Colony.

OBITUARY

Adm. Sir Reginald Custance

London, Sept. 2.
The death has occurred of Admiral Sir Reginald Neville Custance, eldest son of General W. Neville Custance, who was 88 years old and unmarried.

He was Midshipman of Euryalus at the Capture of Kahding in 1882, action of Kagchima in 1883, and Shimnosaki in 1884. Assistant Director of Naval Intelligence, 1888-90; Captain of Phœbeon, 1890-93; and Barfleur, 1895-98; Naval Attaché at Washington and Paris, 1893-95.

After serving as Director of Naval Intelligence, he was Rear Admiral of the Mediterranean Fleet, 1902-4 and second in command of the Channel Fleet, 1907-8. He retired in 1912.

MR. RALPH FRANKS
West Orange, N.J., Sept. 1.
The death is announced of Mr. Ralph Franks, Financial Secretary to Mr. Andrew Carnegie.

CRAFTSMANSHIP IN DANGER

Japanese Complaint

"While adding the fourth coat of lacquer to a beautiful tray, a Japanese skilled worker in Kyoto remarked to me that the fine craftsmanship which the Japanese had raised to an art must never be allowed to fall to the low standards of American mass production."

This comment was made to a member of the "Literary Digest" staff by Mr. Scott Miyakawa, a native-born American of Japanese parentage, describing a recent visit to Japan. Mr. Miyakawa continued: "Starting with Kyoto, for over a thousand years this capital of Japan, and still the centre of its culture and its highest craftsmanship, one could not but feel that the skilled artisans were exceedingly concerned over the low standards brought by American type of mass production. Although many Americans highly prize artistic works, the itinerant tourists from the States insist upon the gaudy 'gadgets'."

"This problem is significant in two ways. First, American mass production has not created, in the majority of the people, an appreciation of what is artistic and fine, if American tourists are any indication. Second, with the resultant change in the economic structure of Japan, export and tourist trade have come to be a necessity for many of those people. Yet the fine tastes of the craftsmen must be lowered by making inartistic objects for tourists."

TRADE QUESTION

"Material living standards, as well as artistic standards, are involved in the trade question. Particularly is this true of the present discussion on textiles. In this country (the United States) New England Governors, Congressmen, and many others seem to be convinced that there is a grave danger that American textile workers will be brought to what they call the low standard of Japan. The concept that the United States and Japan are trade rivals is fundamentally wrong."

"It is a natural tendency for us here to compare wages between the two countries by converting the cash wages of Japanese workers in terms of American dollars. Such a procedure is apt to mislead us. For example, the operatives of big Japanese textile mills are generally young women from the farms, who have completed their formal schooling and who wish to save some money before marriage or to aid their parents. They live in large dormitories, and are provided with room, free medical services, free recreational facilities, and food at a nominal cost of only a few cents per day."

WELL-TENDED GARDENS

"Frankly, one cannot help comparing those immaculate clean dormitories, so airy and sunny, many having well-tended gardens, with the squalor and filth which one so often finds in American mill towns."

Mr. Miyakawa's statement was directed to a statement he had made to the effect that it is erroneous to regard the United States and Japan as trade rivals.

RECENT INCIDENT IN JAPAN

Murder Of Maj.-General Nagata

(Special Air Mail Service)

London, Aug. 10.

The murder of Major General Nagata, Director General of Military Affairs, by a subordinate officer's sword—the significant sword of the Samurai—recalls once more the terrible tradition of political assassination in Japan. In this case there is no certainty of the motives which inspired the crime, and it is possible that they were personal, but the circumstances argue against it. General Nagata was known to have supported General Hayashi, Minister of War, in his recent suppression of extreme nationalism in the army, and the presumption is that his murderer, whose name has not yet been revealed, was one of these nationalists. There is at least no doubt that he was an extremist. Hardly two years have passed since the last wave of assassination, which reached its crest in 1932, swept across the country.

THE SPIRIT

Then it was the spirit of perfervid nationalism which formed the motive, though many different reasons could be discerned for individual crimes. Racial hysteria first found expression in 1930, when Lieutenant Kiyokura committed "harakiri" with his officer's sword as a protest against Japan's "surrender" at the London Naval Conference. That was the signal for a movement which brought down the Shidehara Government and sent the army into Manchuria and Japan out of the League of Nations. During those years "patriotism" respected no person and no law. In 1932 first Inouye, a former Minister of Finance, then Baron Takuma Dan, head of the great firm of Mitsui, and finally the Premier, Inukai, were brutally assassinated. In all three cases the murderers were members of patriotic societies; in the last they were nine young men of the Naval and Military Young Officers' Association.

After a trial marked by the strangest manifestations both within and without the court, they were sentenced to short terms of imprisonment, and have already been released. To many Japanese they are known as heroes.

Yet these cold-blooded crimes must not be regarded either as rare and inexplicable incidents or as mere pathological outbursts. They are an expression of one side of the Japanese character and are common to all ages in her history.

LIFE

A Japanese regards neither his own life nor the life of others as of the highest value. If he believes that he can no longer live according to his conception of a man of honour, he commits suicide; if he believes that a politician or general can no longer live without injuring his conception of his country's development, he commits murder. In some cases it does not even imply a reflection on the character of the murdered man; it is a patriotic duty, a form of ostracism, a social purge. There is rarely any attempt to escape afterwards, and this makes fanatical murder so deadly a weapon. There can be no guard against a

man ready both to kill and to be killed. For those Europeans who grant the life to the individual a high place in the scale of values the whole conception is fantastic. The nearest parallels in the West are provided by the Slay races—the fanatical assassins of the Macedonian leagues or the lofty contempt of Lenin or Stalin.

POPULAR LEGEND

But in dealing with Japan this must be remembered. Even their most popular legend, the tale of the Forty-seven Ronin, is itself a story of political murder. Some of these crimes are prompted by individual conscience, but more still by the various patriotic societies such as the melodramatic but terribly real Black Dragon Society under the ancient Toyama Mitsuru, of whom it was said that he "has made political assassination a respectable profession in Japan." While such men hold power and such ideas hold sway Japan will remain strained, unhealthy, even adolescent, but immensely formidable. When one criticises the weakness of politicians, it is well to remember these facts; in Japan it is not enough to have moral courage, it must be backed by the courage to face death.

If one includes the murder of Major General Nagata in the list of political assassinations, it is necessary to look to the recent developments in the army for a motive. It has always been the army, encouraged by certain superior officers like the former Minister of War General Araki, who have considered themselves the final interpreters of Japan's "divine mission." For this they are ready to abolish Parliament and murder statesmen, to undertake any wild individual action which may force the Government to obey their will. This, however, also means indiscipline in the army, and General Hayashi, Minister of War, has taken advantage of the general revulsion of feeling since he succeeded the fiery Araki to establish a firm and "moderate" control.

HIS OPPONENT

His great opponent was General Masaki, Inspector General of Military Education, who with Hayashi himself and Prince Kanin, Chief of Staff, made up the "big three." In July General Hayashi felt himself strong enough to force the issue and dismissed Masaki, at the same time making sweeping changes in staff which affected 4,700 officers and put 260 on the waiting list. It was hardly to be expected that the "patriots" would not find an answer. General Nagata was not one of the most important officers, but he held a high administrative position and undoubtedly helped Hayashi himself. It is suggested that he was partly responsible for preventing further attacks on others of his supporters—and himself. If he resigns, there may be a return to extremism with all it means. In any case the patriots will have demonstrated that a handful of desperate men, bent before the winds of emotion and unreason, may guide the destinies of a great nation.

DYNAMITE EXPLOSION IN MEXICO

Mexico, City, Sept. 2.
A dynamite explosion in a mining camp at Villa Delapaz destroyed a whole square of business and private residences.

At least 22 persons were killed. It is feared that many bodies are still among the debris.

The cause of the disaster is believed to be a short circuit which fired the store of dynamite used in blasting neighbouring mines.

Reuter.

TAUBER'S WEDDING

(Special Air Mail Service)

London, Aug. 18.
Richard Tauber, the tenor and film star, with his fiancée, Miss Diana Napier, the British film actress, arrived by air at Croydon from Brussels yesterday.

Mr. Tauber told a reporter that arrangements were being made for his marriage to Miss Napier in London on February 7.

NEWS SUMMARY

Described as a habitual drinker, Lo Pul, a boatman, was charged before Mr. W. M. Thomson at Kowloon Magistrate yesterday with obtaining credit by fraud from the Kwan Chan eating house on Sunday. He was bound over in the sum of \$35 to come up for judgment in twelve months. Page 7.

When a Chinese woman was charged yesterday with the possession of a quantity of poppy tickets, she pleaded that she was given them by a friend. She was fined \$100 or two months' hard labour while the tickets were ordered to be destroyed. Page 7.

Pleading guilty to the charge of stealing a wrist watch from a bean curd maker, a Chinese named Chan Fat was sentenced to three weeks' imprisonment by Mr. W. M. Thomson yesterday. Page 7.

Answering a charge of having in his possession a number of counterfeit 10 cent pieces, a Chinese pleaded before Mr. Thomson yesterday that somebody threw the money about and he picked it up. He was given a term of two months' hard labour. Page 7.

The strike which has laid up the Hong Kong, Canton and Macao Steamship Company's ship Sui An early Friday morning was settled yesterday. The ship will resume her normal running this morning. Page 7.

There was a distinguished gathering present when His Excellency Sir Thomas Southern, the Officer Administering the Government, performed a brief but epoch making ceremony at the Jubilee Dam at Shing Mun yesterday afternoon. Page 7.

LOCAL AND GENERAL

The Shanghai Various Districts Rent Reduction Movement Federation, which was inaugurated recently, has decided to send delegates to Nanking to appeal to the Sixth Plenary Session of the Central Executive Committee of the Kuomintang for a general reduction in rentals.

A valuable collection of rare and ancient Chinese bronze, brass and other art-treasures, valued at \$100,000, was unearthed near Huhsien in northern Honan, according to a Chinese report. The articles, it is believed, are from the tomb of Kung Po who lived during the Chou Dynasty.

A total of 10,465,000 persons attended Moscow cinema houses during the first half of 1935. This number is two millions more than that for the first half of 1934.

The Odessa State University and the Scientific Research Institute of Physics has organized an expedition to Elbrus, headed by Professor Kirillov, to study the distribution of ozone at an altitude of 5,000 metres.

One Junkers aeroplane and two trimotored aeroplanes of the new type manufactured in Germany will arrive in Shanghai some time this month and are to be borrowed by the Eurasia Aviation Corporation for the new Shensi-Chengta service, according to Mr. D. D. Li.

ABDICATION OF IMAM OF YEMEN

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1884. Received, September 2, 7.30 p.m.)

Aden, Sept. 2.

The rumoured abdication of the Imam of Yemen is now confirmed insofar as it is announced that the Imam is taken seriously ill and that the Crown Prince has been appointed Regent. A meeting of the tribal chiefs, after agreeing to the Crown Prince's regency, resolved to modernise the army of the Yemen and to create a naval basis at Hodeida.

A military mission will therefore be sent to Europe and Japan in order to gather information regarding requirements of modern armies.

Transocean Kuo Min.

Miss Napier remarked, "There has been a little difficulty about it, but now everything is settled. We could get married this week but I think it is better that we should wait a while. This is why we have fixed on February 7. The ceremony will take place in London and a week later there will be another ceremony in Vienna."

Mr. Tauber and his fiancée are returning to Brussels to-morrow.

COLONIAL EMPIRE A CLOSED MARKET

Britain's "Selfish Policy" Criticised

ABYSSINIAN OIL CONCESSION REACTIONS

London, September 2. The Abyssinian oil concession is the theme of editorials in most of the newspapers. The "Times" says that the Foreign Office statement leaves no excuse for suspicion of the British good faith. The "Daily Telegraph" is of the opinion that the statement should have removed serious embarrassment to the negotiations at Geneva.

The "News Chronicle" thinks it is very strange and disquieting that British Ministers knew nothing whatever about a movement of capital importance involving the economic future of half of Abyssinia and complicating immensely the issues involved in the whole controversy.

The paper declares that it is imperative if our attitude is not to be permanently discredited that the British Government spare no effort to unearth and disclose to the world all the details of this extraordinary transaction.

The "Morning Post" hopes that the Government's repudiation of the concession will convince our neighbours that their suspicions are unfounded.

"Daily Herald": The present distribution of access to land and raw materials would be unfair not only to Italy but to other Powers and it is the duty of Britain to reverse the present selfish policy of turning her Colonial Empire into a closed market for Britain.

Mr. George Lansbury in his speech in London last evening said that there was plenty of raw materials and markets for everybody and instead of the nations preparing to fight and scramble they should sit around a table.

Britain should lead the way and say she is willing to pool the resources of the Empire with those of other nations and establish an international commission to share these things instead of fighting among themselves.

The Archbishop of York in a broadcast address last evening said that Britain must be ready to start the work of arranging for means of satisfying the present need of nations, which is a lack of outlet. — *Reuter*.

BRITISH ENQUIRY

London, Sept. 2. The British Government, it is officially stated, are making a rigorous enquiry to ascertain whether British capital is involved directly or indirectly in the concession secured by Mr. Rickett.

In the meanwhile, the British Minister at Addis Ababa, Sir Sidney Barton, has telegraphed the Foreign Office stating that the contract is purely between the Ethiopian Government and the American Corporation and no mention whatever is made of British participation. No report has been received of Sir Sidney Barton's conversation with the Emperor.

It is learned that Mr. Rickett was at Addis Ababa from August 23 to 30 and had no contact with any Legation. It was then understood that he went to Addis Ababa ostensibly to arrange a Red Cross aeroplane to be presented by the Egyptian Copts and furnished a letter of introduction to the Emperor by the Coptic Patriarch. Mr. Colson signed the contract as a witness owing to the fact that a ruling of the text in English was necessary to guarantee conformity in the English text with the Abyssinian as nine Ethiopians concerned knew English. — *Reuter*.

ITALY TO PROTEST

Addis Ababa, Sept. 2. The Anglo-American exploitation concession is the all-absorbing topic of the political situation here. The Italian minister, Count Vinti, will lodge a protest against the concession with the Abyssinian Government on Monday morning. The Italian protest is based on the argument that the concession is an infringement of the earlier Italian rights. The Abyssinian Government on the other hand contends that the protest is unjustified by treaties.

The concession, it is now announced, will be recorded in Abyssinia as well in the United States trade registers. The capital of the concern, it is declared, will be 100 per cent. American.

The Britisher, Frank Rickett, who signed the concession for the newly-founded company, it is said, will attend the forthcoming meeting of the League of Nations Council which, according to report, received here, will probably be postponed till September 7.

ITALIAN EVACUATION

According to the Italian Legation the last male employee of the Legation as well as the entire official Legation staff will shortly leave Addis Ababa. The Italian Legation likewise announced that the population of Addis Ababa and

foreign residents will be warned before the city is bombarded from the air. Abyssinian official quarters, however, point out that the bombardment of Addis Ababa would be a clear violation of international law, since the Abyssinian capital is an "open city." — *Transocean Kuo Min*.

THE FIRST REFUSAL

Paris, Sept. 1. The oil concessions granted by the Abyssinian Government were first offered to an Italian, representing an American firm, according to a French report from Addis Ababa. This firm was unable to accept certain clauses of the contract and the concessions were offered elsewhere.

Well-informed Ethiopian circles state that the negotiations have been proceeding for three years and that no political question was involved. It was emphasised that the British legation had no knowledge of the negotiations.

COST OF CONCESSION

Addis Ababa, Sept. 1. There is no question of £10,000,000 being involved in the oil and mineral concessions granted to the African Exploration and Development Corporation, according to an official source, but the concession is based on rental and royalty sharing which has not been disclosed.

In the event of minerals being discovered during the working of the oil concessions, another contract will be granted on similar terms. A railway line is to be built to the sea when port facilities are available. — *Reuter*.

CONCESSION HOLDERS

Paris, Sept. 1. The New York correspondent of the semi-official "Petit Parisien" furnishes the following particulars about the American Company which has just obtained the Abyssinian concession: the African Exploration and Development Corporation, registered on July 30, 1935 in the State of Delaware, the purpose of which is stated to be the recovery of natural mineral wealth in Africa, the capital of which is divided into 5,000 shares each of \$100. The founders are Arthur Britten, Edward Williams, and Vincent Westrup but the chief shareholders are unnamed. The chief financial adviser to the Abyssinian Emperor is an American, Everett Andrews Colson who held the position since 1930. He has great influence with the Emperor and undertook to put Abyssinia's finances on a sound basis and to stabilise her currency. — *Transocean Kuo Min*.

TERMS OF CONCESSION

Addis Ababa, Sept. 1. Concrete details about the Anglo-American exploitation concession furnished by an official statement were published here on Sunday. In the main, the facts agree with the original reports except that as regards the financial basis no particulars have yet been published. It is merely emphasised that the African Exploration and Development Corporation will pay (1) a fixed sum, (2) variable contribution based on the amount of oil recovered.

If in the course of the work of boring for oil in the concession territory, the company should discover metals of any kind the



M. Stojadinovich, the new Premier in Yugoslavia, arrived in Paris on Sunday to discuss with the French Premier current political problems.

MR. EDEN IN PARIS

Discussions With The Premier

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 2, 4.30 p.m.)

Paris, Sept. 2. The British Minister for League of Nations Affairs, Mr. Anthony Eden, will arrive here on Monday morning in order to confer with the Premier and Foreign Minister, M. Laval. The conference which will probably begin on Monday morning, will be mainly devoted to the discussion of the report on the Paris Three-Power Conference, after which the report will be submitted to the League Council by Mr. Eden.

As the British Government are reported to be desirous of presenting the report jointly with the French Government, it is expected that Mr. Eden will try to persuade M. Laval to agree to "the joint procedure."

The concession granted by the Abyssinian Government to American and British interests, which necessitated a last-minute re-arrangement of diplomatic procedure, will also be discussed by these two statesmen, the opinion here being that Mr. Eden will prove to M. Laval that the British Government had nothing to do with the negotiations leading to the granting of the concessions. — *Transocean Kuo Min*.

ANTI-ITALIAN FEELING

Dock Workers Go On Strike

Capetown, Sept. 2. Dock workers here refused to load the Italian steamer *Sabbia* with a cargo of South African chilled meat destined for the Italian army in East Africa because "they won't be a party to any action promoting war which is now threatened."

The strike decision was taken at a meeting of the Dock Workers Union and the General Council of the Cape Trades Federation, decided to support the stevedores and workers by all means in their power. The decision was communicated to General Hertzog, the South African Premier. The support of other ports is being sought.

Minor trouble was experienced at Durban where the coloured stevedores refused to load frozen meat into the Italian steamer *Perla*. However, other stevedores loaded the vessel. — *Reuter*.

KING'S INJURY

Brussels, Sept. 2. It is revealed that King Leopold has sustained a broken rib in the Kussnacht motor smash. The injury is mending satisfactorily. — *Reuter*.

corporation will pay a special contribution for rights to mine them.

In official circles it is asserted that the agreement stipulates a yearly payment of £25,000 sterling to the Emperor and a contribution of one shilling and a penny for every ton of oil recovered. — *Transocean Kuo Min*.

LITTLE ENTENTE CONFERENCE

Findings To Be Discussed

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 2, 4.30 p.m.)

Paris, September 2. The Yugoslavian Premier and Foreign Minister, Stojadinovich, here on Sunday evening in order to discuss with M. Laval the decisions of the Little Entente Conference which had been recently concluded.

Some sensation had been caused by the report that the 45-year old terrorist, Budal Koloman, had been arrested at Mulhouse, Alsace, but a few hours before the Yugoslavian statesman passed through that city on his way to Paris.

Koloman, who it is said has already previously attempted to assassinate a number of prominent political personages, aroused suspicion by registering under an assumed name at the Mulhouse Hotel. — *Transocean Kuo Min*.

SILVER MARKET

(From Our Own Correspondent)

London, Sept. 2. London silver prices to-day were unchanged for Spot and up 1/16 for Forward, as follows:—

Aug. 31 - Sept. 2
Spot 29 29
Forward 28-13/16 28-7/8
London on New York cross-rate at 2.00 p.m. to-day was 4.9593 compared with 4.9656 at closing on Saturday.

COMMUNISTS IN FRANCE

Hold A Monster Meeting

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 2, 4.30 p.m.)

Paris, Sept. 2. The monster demonstration staged by the Communists at Garches, near Paris, on Sunday, was attended by approximately 150,000 people including many Socialists and members of the Left Wing Radical-Socialist Party.

Numerous speeches were made in which the Fascists were warned, while the announcement was also made that the "United Communist and Socialist Front" would prevent the outbreak of war which was now threatening.

A message from the French delegate at the recently concluded Communist Internationale Congress at Moscow, which was read at the meeting, exhorted the French Communists to "prepare for the last decisive battle." — *Transocean Kuo Min*.

STATEMENT BY PREMIER OF NEW ZEALAND

Question Of Sanctions Has Not Arisen

Wellington, Sept. 2. The question of sanctions has not arisen as far as New Zealand is concerned, stated Mr. G. W. Forbes, the Prime Minister. The Imperial authorities were in constant touch with New Zealand which is confidentially informed of every development in the situation.

Mr. Forbes declined to comment on the Australian attitude on sanctions, but said that New Zealand would be concerned if any decisions are reached by the League. — *Reuter*.

AIR DISASTER IN CALIFORNIA

Los Angeles, Sept. 1. Two pilots and a stewardess were killed when a Western Air Express trans-continental passenger plane crashed and burst into flames a few minutes after taking off. There were no passengers aboard. — *Reuter*.



Mr. George Lansbury, Labour Party leader, considers that Britain should lead the way in pooling the resources of the Empire and thus prevent disputes.

MODERN ARMY IN FRANCE

Great Manoeuvres Commence

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 2, 4.30 p.m.)

Paris, Sept. 2. The great manoeuvres of the French Army in the Rhems region which according to well informed circles are the biggest manoeuvres to be held in France since the end of the Great War and in which no fewer than four divisions of full war-time strength are taking part, began on Sunday.

The manoeuvres are characterised by the fact that not a single horse is being used since all the units participating are completely mechanised. The degree of mechanisation is illustrated by the fact that for instance the 4th Light Division from Rhems are disposing of no fewer than 2,200 automobiles of which 400 are equipped with radio. — *Transocean Kuo Min*.

DEAD QUEEN'S PARENTS

Arrive In Brussels

Brussels, Sept. 1. The capital city of Belgium to-day went about its daily tasks sad-eyed and with a quietly considerate tread, while Prince Charles and Princess Ingeborg of Sweden passed through the streets towards the Palace where the body of Queen Astrid lies.

In the Palace there were heart-rending scenes. The Prince and Princess from Sweden, parents of the Belgian Queen, came in the afternoon, by train. They hurried to the death chamber.

Princess Ingeborg, completely overcome, fell weeping upon the violet-strewn bed and embraced the body of her daughter. Prince Charles sobbed brokenly. King Leopold was so much moved that Princess Ingeborg, despite her own grief, turned to comfort him.

Court mourning has been decreed in Belgium for six months, with full mourning for the first three months. — *Reuter*.

UNPLEASANT INCIDENT AT DANZIG

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, September 2, 7.30 p.m.)

Danzig, Sept. 2. An unpleasant incident occurred during the reception given in connection with the visit of the German battleship Admiral Scheer by the High Commissioner of the League of Nations, M. Sean Leston, on Sunday when the President of the Danzig Senate, M. Graiser and other official representatives of the Free State departed immediately after arrival when it was known that the invited guests also included the former president of the Senate, Dr. Ranschnig and other members of the opposition parties.

The battleship's commander and other officers invited to the reception likewise left shortly after in order to attend other functions held elsewhere the same evening. — *Transocean Kuo Min*.

TRADE UNIONISTS IN FIGHTING MOOD

Opposition To Labourites Accepting Knighthoods

ITALIAN AGGRESSION TO BE CONDEMNED

London, September 2. Condemnation of Labourites accepting honours from the National Government with special reference to the recent knighthoods conferred on Mr. Walter Maclean (General Secretary of the Trades Union Congress) and Mr. Arthur Pugh (General Secretary of the Iron and Steel Trades Confederation and the British Iron Steel and Kindred Trades Association) are expected to provide a heated debate at the Trade Union Congress meeting in conference this week at Margate.

Women particularly condemn such distinctions. Extremists also will hotly attack the Council's recent circular against the appointment of Communists to official positions as "gross interference" with the liberty of the Unions, but it is believed that an overwhelming majority are Moderates.

Another resolution condemns the Government's precautionary measures against air raids as "creation of a war mind by psychological appeals." Nevertheless, Labour strongly favours sanctions in support of the League.

GENERAL STRIKE

The question involving a general strike for prevention of Italian Abyssinian war will be again canvassed to-morrow when a resolution will be moved condemning Japanese-Italian aggression in the Far East and Abyssinia respectively.

Despite the damper caused last evening by the thunderstorm blacking out Margate's electricity and plunging the inaugural reception in darkness, the Congress meets in good fettle.

Membership has been continuously declining since the peak of six millions in 1922, but now there is an upward movement with an

ITALY CONDEMNED

Mr. Kean, President at the opening of the Trades Union Congress at Margate, condemned "Mussolini's unjust and rapacious assault on Abyssinia."

Mr. Kean believed that the application of economic sanctions would suffice to restrain Italy's aggression. If they were not immediately effective a further step in the closing of the Suez Canal to Italian ships would bring to a standstill the East African campaign. Such action might bring the League Powers into war with Italy, but the issue must be faced. — *Reuter*.

CHANGTEH THREATENED BY COMMUNISTS

Shanghai, Sept. 2. Government reinforcements are rushing to Changteh, the most important town in North Hunan, whither a strong force of Communists under the notorious Red leader Ho Lung is advancing. Martial law has been declared at Changteh, while all British and other missionaries in the area where fighting is expected are evacuating.

The seriousness of the situation is indicated by the arrival of H.M.S. Sandpiper at Changteh. — *Reuter*.

DR. KUNG'S PROPOSALS ABOUT TAXES

Nanking, Sept. 2. Dr. H. H. Kung has submitted a proposal to the Executive Yuan requiring rigid enforcement that the budgetary system in the provinces, hsin districts and municipal governments must be published. Secondly, that the local governments should not be permitted to impose taxes other than those listed in the budgets. Thirdly, that the Central Government proclaim to the people that they may resist payment of taxes not listed in the budgets. — *Reuter*.

Doctor's Striking Tribute to 'OVALTINE'

MANY unsolicited tributes to 'Ovaltine' are received from members of the medical profession. It is safe to say that no other product has ever received such a huge volume of world-wide medical testimony. The following letter is of exceptional interest, inasmuch as it relates the experience of a doctor: himself in the role of patient:—

Messrs. 'Ovaltine' (A. Wander, Ltd.)

Sirs,

Some months ago I was in Hospital with a badly dislocated knee. I suffered a good deal of pain, and my standby, the only agent I could rely on to produce sleep, was 'Ovaltine'.

I shall never cease to be grateful for the help this afforded me, and of course shall always insist upon its use by my patients.

Further, it is my firm conviction that 'Ovaltine' should be taken not only in a period of ill-health, but at all times. It is a genuine, sustaining food.

Yours faithfully,

Signed M.R.O.S., L.R.C.P.

P.S.—This letter is given quite spontaneously.

N.B.—In accordance with medical etiquette, the name and address of this doctor are withheld from publication.

There can be no better testimony to the value of 'Ovaltine' than the fact that it is the food beverage most widely recommended by doctors. It is also regularly used in the leading Hospitals and Nursing Homes. Long experience has proved that for giving health all day and for ensuring sound sleep all night, there is nothing like 'Ovaltine'.

MAIL NEWS FROM HOME

(Special Air Mail Service)

London, Aug. 15.
M. Bleriot, who made history by crossing the Channel faster than anyone had ever done before, takes the view, I see, that young people to-day are in too much of a hurry, writes a correspondent.

He has just explained some early steps in his career which do, however, illustrate the virtue of perseverance. The aeroplane in which he made his famous flight was the eleventh he constructed, the fruit of eight years' effort.

He was first struck with the possibilities of the aeroplane when he saw a machine on exhibition in Paris in 1901.

He set aside a corner of his workshop for his aeronautical researches, but kept his activities quiet, because he "did not want people to think the inventor of the Bleriot lamp a madman."

For five years, it is curious to recall, he concentrated upon a machine with flapping wings, with a special light-weight engine.

RINGING THE TEST CHANGES
Choosing England's Test teams this season has been a difficult task, and the selectors have come to a good deal of criticism.

They cannot, however, be accused of creating a record in the number of team changes they have made. Even if they include the three newcomers in the selected 13 for the Oval match, they will have played only 25 men.

In 1921 against Australia the selectors called on 31 men to play. Only J. W. H. T. Douglas and Woolley appeared in all five Tests.

It shows the panic Warwick Armstrong inspired that 18 men each played in one match only.

KINDLY TO CORPORATIONS
The news that two Hollywood film companies, Fox and Twentieth Century, have had their merger authorised by a court in Delaware, nearly 4,000 miles away, seems to have caused some surprise over here.

The explanation is that, just as Nevada draws revenue through its easy divorce laws, so Delaware profits through a liberal policy towards corporations and trusts.

It taxes them much less than other States, and for its size—it is the smallest State but one in the Union—it has a startling list of large companies registered within its boundaries.

Laws of incorporation may vary from State to State. A "Delaware trust" does not necessarily have the same connotation, therefore, as a trust company elsewhere.

THE STORY OF THE SEA BELLE
The Sea Belle, the steam yacht of the Governor of the Straits Settlements, is due back in Singapore on Saturday.

She has been conveying Doris Duke, the wealthy bride, and her husband, Mr. J. H. R. Cromwell, on a honeymoon tour through the Malay Archipelago from Bali to the Philippines.

The yacht has figured prominently in local politics. Three years ago Sir Cecil Clementi, the Governor at that time, fell foul of the non-official community. The quarrel arose out of the new decentralisation scheme for Malaya. In their desire to beat the Governor his opponents used various sticks. The Sea Belle was one of them.

LAI'D UP BY PROTEST
The Governor's opponents, stressing the need for economy, started a campaign against the frequent use by the Governor of so expensive a luxury as a steam yacht. The Government yielded, and the Sea Belle was laid up.

Three months ago she was chartered by Miss Doris Duke and as entirely refitted. She has now been handed back to the Straits Settlements Government. Her future is certain.

It is an axiom of colonial life that when times are bad every Governor is criticised. Times are now better. Sir S. Shenton Thomas, the new Governor, is popular. It would need a very altruistic Governor to abandon so pleasant a perquisite.

ST. LEGER BETTING AT A STANDSTILL
No fewer than five of the eight Doncaster St. Leger horses, on whom there was ante-post betting at the call-off of the card this week, have been laid off, like so many horses in training.

Wagering on this test of the five "classic" races of the year is at a standstill.

There will, of course, be no attempt at speculation until the horses have recovered from the complaint which is sweeping practically every training centre in the country.

The dry cough is quickly shaken off. It seldom leaves ill-effects. And there is a month to go before the race.

A few days' rest will probably be beneficial to the horses. When they are galloping again both layers and takers of odds can resume where they left off.

THE PRESSA-KNOB CLERK ANSWERS 50 QUESTIONS

The Robot Information Clerk made its appearance at the new Charing Cross Post Office to-day. The machine answers about fifty questions by the pressing of a knob.

The inquirer finds his question on the chart, presses the knob indicated, and from the well of the machine a card rises into the glass partitioned top. The answer to his question is on the card.

The machine is designed to answer those questions which are asked a hundred times a day in all busy post offices.

If the experiment is successful at the Charing Cross Post Office, machines may be installed in all busy post offices.

GOOD "BATTLE" PROMISED

I hear that the two generals who will command the rival forces in the War Office exercise from Sept. 17 to 20 will be Sir Cyril Deverell and Sir Francis Gathorne-Hardy. They will be very evenly matched.

Gen. Deverell, who is G.O.C.-in-Chief, Eastern Command, will have under his orders the 4th Division from his own Command and the 3rd Division from Salisbury Plain.

His opponent, K.O.C.-in-Chief at Aldershot, will command the two Aldershot Divisions, the 1st and the 2nd.

The two protagonists are the senior generals at present serving at home. Gen. Deverell gained a great reputation as a Divisional Commander in the war, while Gen. Gathorne-Hardy will not be forgotten as Lord Cavan's Chief of Staff.

AMATEURS IN THE TESTS

My note on the amateur revival in cricket has brought me a letter from Mr. Canynge Caple, in which he points out that 40 amateurs have played in Tests since the war.

Kent and Middlesex have produced the greatest number of post-war England amateurs, each county claiming seven. They are: Kent—A. J. Evans, G. E. C. Wood, A. P. F. Chapman, G. B. Legge, C. S. Marriott, B. E. Valentine, W. H. V. Levett.

Middlesex—N. E. Haig, F. T. Mann, G. T. S. Stevens, R. W. V. Robins, G. O. Allen, Rev. E. T. Killick, I. A. R. Peebles.

Surrey runs them very close with six amateurs, including P. G. H. Fender, D. R. Jardine, D. J. Knight, and E. R. T. Holmes. Then come Sussex and Somerset with three each.

Warwick, Yorkshire, Worcester and Essex have each had two amateur Test players since the war. Those with only a single amateur to their credit are Nottingham, Leicestershire, Glamorgan and Hants. Oxford completes the list with D. C. E. Townshead.

TALL MAN, SMALL BOOK
Major L. P. Hay, of the Black Watch, is generally acknowledged to be—at 6ft. 10in.—the tallest man in the British Army. Though comparatively thin, he weighs 19 stone.

He is also very modest. He drives a small sports car, and in spite of being an expert all-in wrestler I can vouch for him being one of the mildest mannered motorists on the road.

His book, which is published to-day, is not less modest. Entitled "Rifle Company and Platoon Tactics," it consists of 52 pages, 5½ by 4½ inches, and weighs three ounces.

As an expert Major Hay is rightly emphatic on the need of correct terminology.

I can well believe the author when he tells me that precision in military terms is of the utmost importance.

Some of the abbreviations used, however, are at first confusing. Thus tanks are called A.F.V.s, which it requires a cross-word puzzle intelligence to realise is short for Armoured Fighting Vehicles.

LATINITY A LA MODE
I was much stirred by the information that an immense screen at Olympia was to show the "romance of radio in five colours."

My glowing conjectures were doomed to disappointment.

The screen is more static than dynamic; its changes in colour are practically imperceptible, and the romance of radio is apparently in-adequately represented by a screen.

U.S. BASEBALL

Top Teams Beaten

New York, Sept. 1.
Both the New York Giants and the St. Louis Cardinals, the top teams of the National Baseball League, were beaten to-day and, as a result, the leading positions remain unaffected.

The Cardinals were pitted against the Reds and were nosed out by the odd run in seven but the Giants were soundly beaten by the Phillies by six runs to one.

In the American League, the Yankees secured a victory over the Athletics and, with the Tigers idle, the New York outfit further decreased the margin of difference between the two leading clubs.

Results of to-day's matches follow:

NATIONAL LEAGUE

	R.	H.	E.
Brooklyn	8	13	0
Boston	4	11	0

(Frey scored a home run for the Dodgers and Wally Berger for the Braves).

St. Louis 3 6 0
Cincinnati 4 7 0

Philadelphia 6 12 0
New York 1 4 1
(Jackson scored a home run for the Giants).

Chicago 8 13 1
Pittsburgh 2 8 4
(Chick Hafey scored a home run for the Pirates).

AMERICAN LEAGUE

	R.	H.	E.
New York	5	9	1
Philadelphia	3	9	0

(Johnson and Jimmy Fox scored home runs for the Athletics).

Cleveland 6 11 0
Chicago 9 13 4

Boston 1 9 1
Washington 2 12 1
The match between St. Louis Browns and the Detroit Tigers was postponed.

Reuter.

NIGHT GAME

New York, Aug. 31.
The night game here to-day between the St. Louis Cardinals and Cincinnati Reds resulted in a win for the former. The score was as follows:

National League

	R.	H.	E.
St. Louis	5	9	0
Cincinnati	2	7	0

(Joe Medwick scored a home run for the Cardinals).

Reuter.

TWO GERMAN GOLF TITLES

(Special Air Mail Service)

London, Aug. 15.
Great Britain won both German titles.

In the men's final J. S. L. Lyon, the Cambridge Blue, beat Conde de Ybarra, the Spanish holder of the French Amateur title, by 4 and 3, and Miss Audrey Holmes won the all-British final in the Women's championship.

She beat Miss E. Young, a fellow-member of the Thorndon Park Club, by the wide margin of 10 and 9.

Lyon, who is captain-elect of the Cambridge team, recovered splendidly after being two down at the end of the first round.

His driving was erratic in the morning, and only his short game prevented Ybarra gaining a bigger lead. He won the eighteenth hole thanks to a great pitch.

In the afternoon Lyon was right on top at his game. He was out in 36—one under par—and had turned his deficit into a one-hole lead.

He was one under four for the six holes inward, when the match ended on the thirty-third green.

Miss Young was off her game all day. In the morning she was seven down at the fourteenth. She rallied, however, and was only four down at the end of the round.

Miss Young was driving well in the afternoon, but the rest of her game was poor. Miss Holmes, playing steady golf, gradually built up an overwhelming lead, and the match ended at the twenty-seventh hole.

and the arms of the Radio Manufacturers' Association.

The arms are accompanied by a Latinesque motto to the initials of which follow those of the association—Radio Maximo Arvo.

I am officially informed that this somewhat bewildering phrase means: "Broadcasting to the Farthest Shore."

In a way, yes.

AQUATICS IN SHANGHAI

Shanghai Prepares For Interport

Shanghai, Aug. 28.
An agenda divided between interport probabilities, and Cercle Sportif, Français entrants, received the consideration of the Shanghai Amateur Swimming Association at a meeting held last evening at the Rowing Club.

Regarding the Interport team to be sent down to Hong Kong, while team arrangements have not as yet been made, it is understood that the selected Shanghai representatives will leave on the President Cleveland on September 14 to arrive in Hong Kong, with a few days in hand, for the first night of the Interport gala on September 19.

While nothing definite has been decided regarding the probable team, it is felt on examination of the material at the disposal of the S.A.S.A. that the following will form the team if they can arrange to get away for the fortnight:

First Night, September 19.—220 yards free style, Noel Hammond and A. Logan; 100 yards breast stroke, E. Welz and E. McAllister; relay race, four men at 50 yards each, Noel Hammond, T. Britton, W. Ward and A. Logan.

Second Night, September 20.—100 yards free style, Noel Hammond and T. Britton; 880 yards free style, G. J. Grilk and H. Farmer; diving, Humber and G. J. Grilk; medley relay race (three men), Noel Hammond, E. Welz and W. Wagner.

Third Night, September 21.—50 yards free style, Noel Hammond and T. Britton; 440 yards free style, A. Logan and E. McAllister; 100 yards back stroke, Noel Hammond and W. Wagner; water polo, W. Wagner (goal), E. McAllister, W. Ward and H. Park (right, left and centre half backs), A. Logan, E. Welz and Noel Hammond (right, left and centre forwards).

Judging from the above, and providing all the swimmers mentioned are able to support the Interport team, Shanghai should be in a position to send as strong a representative body as has ever left this port to carry its honours.

Of interest it is to note that the Victoria Recreation Club, where the Interport gala will be held possesses a pool 25 yards in length and approximately seven feet deep throughout. Training in the Foreign Y.M.C.A. pool will be as close to the Hong Kong conditions as possible, as regards length of pool, and expert coaching there is at the disposal of all probable entrants.

C.S.F. GALA

The second item on the S.A.S.A. agenda was the C.S.F. gala to take place next Saturday when, outstanding on the programme, will be the league water polo match between the Rowing Club "A" and Foreign Y.M.C.A. "A" teams, who have tied for the honours for the Ewo Trophy, which incidentally, has hung on the Rowing Club walls since 1917.

This major attraction for the C.S.F. gala, in addition to its usual contribution by members, will be supplemented by four Shanghai championship events for which the following entrants have been received:

100 yards free style (men), E. Farmer, Noel Hammond, A. Logan, Leung Wai-sang, W. Ward, with T. Paetz as a probable starter. 100 yards breast stroke (men), Kan Yee-Kit, Kan Yee-lim, E. Welz, E. McAllister, W. Wagner, with J. Lane as a probable starter. 50 yards back stroke (women), V. Dodd, J. Cannon, M. Thompson, and W. Donnelly. 50 yards breast stroke (women), V. Dodd, M. Thompson, and A. Hammond.

The 880 yards Shanghai Championship will be held at the C.S.F. pool to-morrow, when the following will contest for the honours: F. M. Barrera, H. Farmer, G. J. Grilk, and Sie Bok-len. Interest attaches to this event, which will start at 6 p.m., particularly as the result will bear upon the Interport selection.

NEW RECORD SET UP

Helsingfors, Sept. 1.

A twenty-two year old running record went by the board to-day when the famous Finnish runner, Franki Lahti, covered the 25 miles in 2 hrs. 42 1/5 secs., faster than the 1926 H. Green, the well-known British runner.

Lahti was competing here to-day in an athletic meeting when he clocked 2 hours 26 mins. 47 secs.

for the 25 miles. He thus broke the World record which was established by H. Green, of Great Britain, in 1918 when the distance was covered in 2 hours 29 mins. 20 1/5 secs.—Reuter.

LAWN BOWLS

In a re-arranged junior division bowls game played on the Hong Kong Football Club's green between the home team and the Police juniors, the Footballoers won by 27 shots. There were no "possibles" scored but a six was registered by A. Macfarlane's four.

H. K. F. C. POLICE

J. H. Gelling H. Brown
F. H. Glover W. J. D. Cameron
A. Jackson A. Wright
A. Brookbank A. W. Smith

(Skip) 28 (Skip) 10
A. Currie J. Headridge
G. Stephens S. G. Smith
F. H. W. Haynes T. Hunter
A. Macfarlane S. Logan

(Skip) 18 (Skip) 17
E. J. Edwards W. McKay
P. Morgan A. G. Channings
J. Russell A. J. Johnson
E. Tuck W. S. Glendinning

(Skip) 25 (Skip) 18
72 45

RUGGER IN NEGRI

Bright Prospects

Seremban, August 24.

The annual meeting of the Negri Sembilan Rugby Football Association will take place at the Sungai Ujong Club on August 30 when new officers will be elected and a fixture list drawn up for the forthcoming rugger season, writes a correspondent.

Rugger practices are expected to begin early in September.

What are Negri-Malacca's rugger prospects for the coming season? This is the question that many rugger enthusiasts in the country will be asking at this time of the year and it is a difficult question to answer so early in the season. From what I can gather the prospects are, distinctly bright.

At full-back Gerald Pinto, of the Negri All Blues, should find a place again. Last year he had the distinction of playing for the South and as there are no new arrivals for this position, I think Pinto will be in action again this year.

NEW ARRIVALS

Of the threequarters, Negri-Malacca will badly miss its skipper of the past season, H. G. Banham, who will lead the Selangor side. A wing three-quarter of Banham's type, is difficult to find and his departure will certainly be a great loss.

I understand that J. R. Burnham, of Malacca, will not be available. Peter McNeel will, however, play again this year and I am sure R. Briggs, the ex-Harlequin, will turn out again though he has been playing for many years in the country. A new arrival is Angus, a centre threequarter who ought to find a place. "Freddie" Caldwell will be missed at stand off half, also B. J. Lavers at scrum. Suitable substitutes will be found among the newcomers and the All Blues to fill these vacancies.

KEEN RIVALRY

The Negri-Malacca pack will be as good as ever. C. Prosper-Listen from Malacca may not be available but I understand that Bell, formerly of Perak, is stationed in that settlement and should find a place along with Trevor, J. E. Theophilus, D. St. G. W. Gray, M. E. L. Robey (hooker), J. N. Hughes, C. W. Wells (a new arrival) and Forbes Wallace (the former Perak skipper) who was recently in Johore. Other forwards available will be Carr-Archer, Mitchell, and Suggen, D. T. P. Crawford, who recently returned from leave, is sure to find a place in the team and I tip him as skipper of the side. Then there is W. J. Mearns. Everything points to keen rivalry for the eight places in the pack.

The Negri Sembilan All Blues will hold their annual meeting shortly. This will be the second year of the All Blues Cup which was won by Perak last year. It is hoped that Singapore and Penang will enter the competition this year.

for the 25 miles. He thus broke the World record which was established by H. Green, of Great Britain, in 1918 when the distance was covered in 2 hours 29 mins. 20 1/5 secs.—Reuter.

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GENERAL LORDI

Leaves For Italy

Shanghai Aug. 28.

With the departure of Gen. Lordi on Sunday for Italy via Siberia, the post of Chief of the Italian Advisers to the Commission on Aeronautical Affairs in Nanchang has been officially taken over by Col. S. Scaroni, who was in command of the Savoia-Marchetti aeroplane which was recently flown out to China from Rome and presented to Gen. Chiang Kai-shek as a gift from Signor Mussolini. The official announcement states that Gen. Lordi is returning to Italy on leave, but it is rumoured in official circles that he will not be coming back to China. A confidential report from Nanchang states that Gen. Lordi will be given a high command in the Italian Air Force, probably in East Africa.

On the other hand, a report from circles close to Gen. Chiang Kai-shek states that the Generalissimo received a confidential message from Signor Mussolini that it had been found necessary to recall General Lordi. The message went on to state that his place would be taken by Col. Scaroni, an expert on aeronautical organization. One of Italy's "aces" in the Great War, Col. Scaroni not only is held in high esteem in the Italian Air Force, but he also acted for several years as Air Attache in both London and Washington.

A message has been received from Nanchang stating that Col. Scaroni already has entered upon his new duties, and that Signor Mussolini has declared that, notwithstanding any situations which may arise in either Europe or Africa, the present position of Italian aviation in China will be maintained.

Capt. Furio Drago, the Italian Air Attache, left on board the s.s. Chenonceaux on Saturday.

TREASURES FROM CHINA

A Comprehensive Exhibition

The cruiser Suffolk arrived at Portsmouth bearing the Chinese Palace treasures which are to be shown in the International Exhibition of Chinese Art at Burlington House during the coming winter.

It is a unique event. Surely no British warship has ever before carried such a precious cargo from the other side of the world. The occasion, too, is unique. This will be the first international exhibition on Chinese art.

The exhibition will be thoroughly comprehensive, including all branches of Chinese art from the earliest days to the end of the 18th century. There will be priceless paintings, sculptures in wood, stone and metal, ancient bronze vessels and jades, exquisite porcelain, gay brocades and textiles, carving ivory and wood, lacquer, enamels and many choice objects representing the arts in which the Chinese have always excelled.

Visitors to Burlington House will be able to appreciate for the first time the true greatness of Chinese art; not the mere fancy trade goods, the amusing magots and chinoiserie which have too long been regarded in Europe as typical of China, but the things on which China's unassailable claims to artistic greatness are based.

They will be impressed with the antiquity of many of these objects, representing a continuous tradition of full 3000 years. What other nation to-day can boast such a proud record.

They will see, for instance, bronzes of noble form, cunningly decorated date reliefs and tooled designs, which date back beyond the siege of Troy and which far surpass the best contemporary metal work of the Mediterranean civilisations. The Chinese have always excelled in bronze casting, chariot fittings, mirrors, personal ornaments, shrines and religious figures will astonish the modern craftsman by their beauty of form.

Another achievement of ancient China is the manufacture of silk fabrics. Exactly how old this is we are not sure, but the fact that beautiful brocades were woven as early as a century before the Christian era has been established by recent excavations. About the same time the pencil brush was first made; and another epoch-making discovery by the Chinese gave paper to the world. Silk, paper and the brush prepared the way for the greatest of Chinese artistic achievements, calligraphy and painting.

Though very few of the earliest examples of either of these remain to-day there is enough to show that both had reached an advanced stage by the fourth century. The classic periods of Chinese painting passed while Europe was still in the Dark Ages; and the prolific dynasties of the Sung (960-1279) and Yuan (1280-1368) produced thousands of masterpieces before the first of the European primitive saw the light.

There are about a hundred pictures from the Palace collection which claim to belong to these great periods. Hitherto Chinese paintings earlier than the Ming dynasty (1368-1644) have been rare as black swans in Europe; and even if we accept only a modest percentage of the hundred claimants, it is definitely Sung or Yuan, there will be enough to make the exhibition memorable.

Chinese paintings are executed on silk and paper and largely in ink. They are essentially calligraphic. Indeed, calligraphy, which is an indispensable part of an artist's training, ranks in China fully as high as painting itself. There had previously been little opportunity for the study of Chinese calligraphy in Europe.

Another feature of the exhibition which cannot fail to evoke general enthusiasm will be the display of ceramics. It is commonplace that in the potter's art the Chinese are unrivalled.

The boast will be fully substantiated by the ceramic contributions from the Palace collections. The Sung monochrome porcelains with their lovely grey, celadon green, lavender, and cream white glazes; the brilliant Ming reds and blues, and the blue and white of the Ming and later periods will delight the eye of connoisseur and layman.

Among the polychrome painted porcelains, too, there is a peculiarly welcome series of eighteenth century wares. They include some of the daintiest imaginable porcelains, thin as eggshells and exquisitely painted in: famille rose colours in a taste that is purely

Chinese. Very little porcelain of this quality has as yet reached Europe as it is so keenly desired by the Chinese collectors.

If pictures, bronzes and porcelains are the chief items among the Chinese Palace treasures, there are still other categories which are by no means negligible. There are, for instance, twenty-nine pieces of tapestry and embroidery mounted like pictures, which will prove a great attraction for their beauty of design and gay colours.

There are some sixty carvings in jade, hard stones and rhinoceros horn; and there are cloisonne enamels, glass and lacquer.

Finally, there are old Chinese books from the National Library in Peking which will illustrate the art of printing and wood-block illustration.

All told, there are ninety-five packing cases on the Suffolk containing approximately eight hundred objects. They were chosen out of many others in Shanghai, where the bulk of the Peking Palace treasures have been stored since 1933; and the choice was made by the European selection committee of five members in collaboration with their Chinese colleagues. It was a fascinating but arduous task which took some two months to complete.

This magnificent loan from the Chinese Government will form the nucleus of the International Exhibition, but many nations will be contributing—France, Germany, Sweden, Holland and Belgium, and probably others in Europe. The Selection Committee going on from China to America received promises of lavish help from various parts of the United States.

The best Chinese sculpture is of a religious kind, and it was not represented among the Palace collections stored in Shanghai; but many of the figures of Buddhist divinities, pagodas and grottos of China are worthy of a place among the great sculptures of the world.

In welcoming the generous loans to the exhibition from foreign countries we must not lose sight of our contributors at home. Great Britain can boast some of the finest collections of Chinese art, and they will be freely drawn on.

Whole groups of important ceramics, such as the K'ing Hsi blue and white, and famille verte porcelains and the gorgeous Ming three-colour wares will be supplied at home. So will the bulk of the early pottery of the Han and Tang and intermediate dynasties ranging from 200 B.C. to 900 A.D.

There are besides some first-rate bronzes and many jades, and an almost inexhaustible supply of the minor works of the Chinese craftsman.

DR. TEMPLE ATTACKS
FASCISM

The Archbishop of York (Dr. Temple) spoke of Communism and Fascism as expressions of a force deadlier than any heathen peril in a broadcast from York Minister.

"Christianity has now no rival religion to contend with," he said. "Under the impact of Western knowledge other forces of religious faith crumble away. It was within Christianity that science grew. It could not, in fact, grow anywhere else, and only Christianity is proving in experience to be capable of surviving alongside of it."

"But under the influence, not so much of science itself but rather of the civilisation which it alone makes possible, there is springing up all over the world a rival to Christianity and to every other form of faith in God."

EXTREME DEVELOPMENTS

"It is usually called secularism. It does not always deny God in theory, but it ignores Him in practice. It takes a cosmopolitan form in Communism and a national form in Fascism. But it is not confined to these extreme developments."

"It is found wherever men direct their life by regard to material or merely human forces and pay no heed to the providence, the judgment, and the redeeming love of God. This is a deadlier peril than any heathen belief."

"The Church is growing as never before. The opportunity for advance at the present time is boundless, but it will not last for ever. If we cannot seize it quickly, this new force of secularism will establish itself, and thereafter advance will be immeasurably diminished."

DUMPING BY
JAPAN

Geneva, Aug. 14.

The League has challenged Japan's right to retain the privilege of League membership, and at the same time rebuked Britain for allowing Japanese dumping.

This has happened through the action of the Mandates Commission in asking Britain why it is allowing Japanese products to be dumped into Palestine on an equal footing with the products of League members.

The British representatives replied that the Anglo-Japanese Commercial Treaty of 1911 had prevented Palestine from taking action, although Japan, by withdrawing from the League, had theoretically lost the equal right which the mandate system guarantees to all League members.

WEST AFRICA

The members of the Commission replied that, despite the Anglo-Japanese treaty, Britain had applied quotas on Japanese goods in British colonies, especially in West Africa, and that, apparently, similar measures could therefore be taken in Palestine.

The Commission's report to the Council remarks: "The Commission would be glad to learn why imports and products of a State which has ceased to be a member of the League of Nations are admitted on an equal footing with products of States which are members of the League."

LOTTERY TICKETS

For the possession of 245 Shum Chun Po Piu and 25 Macao Po Piu lottery tickets, Chan Hing (31) a Chinese woman was fined \$100 or in default two months' imprisonment, at the Kowloon Magistracy yesterday morning.

Mr. W. M. Thomson, the Magistrate, further ordered that the tickets be destroyed.

Admitting possession of the tickets, the woman said that she did not know they were Po Piu as some friends gave them to her. She was given instructions to take them "up stairs" when she was arrested by the Police, yesterday at 254 Reclamation Street, Yau-mat.



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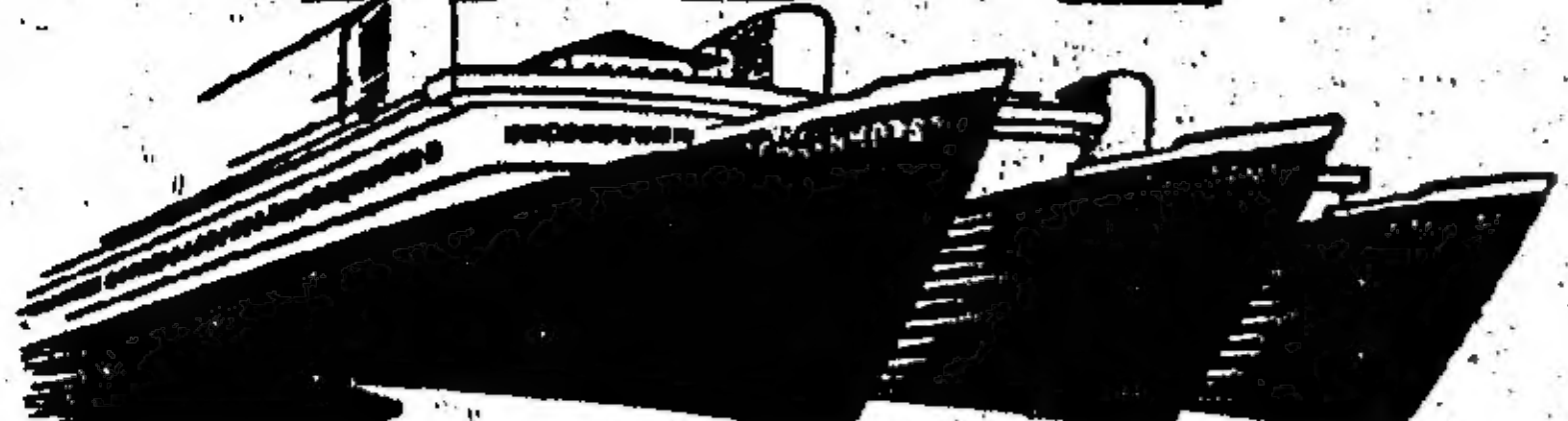
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INVESTMENT BANKERS & BROKERS

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Indianapolis, Sept. 1.
Senator Huey P. Long, the Louisiana "dictator," told "Reuter" today that he had decided to run as a candidate for the American presidency in 1936 on an independent ticket, heading a "Liberal Party." If President Roosevelt or ex-President Hoover were nominated by the old parties.

His plans are being set forth in his forthcoming book, "My Fifth Year in the White House." — *Reuter*.

N. D. L.



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ARRIVALS FROM EUROPE

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M.S. Trave ... Sept. 13th | S.S. Donau ... Oct. 17th

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22nd Sept. ... M.V. "OHAUSTINE MAERSE" ...
4th Oct. ... M.V. "FERNWOOD" ...

(All dates are subject to alteration without notice.)

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10th September, 11 a.m.

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M.S. "TJISADAN"
4th September, Noon.

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NEW FALL IN SILVER PRICE

Big Sales From Far East

(Special Air Mail Service)

London, Aug. 14.
The price of silver continued its downward slide yesterday, the quotation being fixed 3-16d lower at 2s 5d per ounce. Recently the price was as high as 3s an ounce.

This is fall has occurred in spite of huge American purchases, in pursuance of Mr. Roosevelt's plan to raise the price.

Speculators in the East, who bought millions of ounces of silver earlier this year in the expectation of huge profits, are now selling. According to messages from Bombay, difficulties are likely to arise on the next settlement day.

It is believed in London that huge "bull" positions were built up in the Far East on borrowed money when the quotation rose over 2s 6d an ounce. Buyers who bought at or near the top of the market in the late spring now have substantial differences against them.

Meanwhile, America is continuing her purchases, although she is contenting herself with buying only what is offered in the market. In this way she has been able to secure the metal at a lower price.

ROCKEFELLER, NINE MONTHS' GIFTS TO ORGANISATIONS

(Special Air Mail Service)

London, Aug. 15.
Mr. John D. Rockefeller, Jun. has given away \$15,000,000 since November.

A report of the Federal Securities and Exchange Commission which discloses this to-day of the amount has gone in gifts to educational and charitable organisations.

The report is made in accordance with the provisions for publicity for the stock dealings of persons owning more than 10 per cent. of the stock of any one company (says Exchange).

The gifts were in the form of stock-holdings. "No fewer than 2,100,000" shares in the Socony vacuum concern were disposed of "as gifts to individuals and charitable organisations" on June 28—nine days after President Roosevelt's message to Congress requesting a general increase in taxes, especially on "very large personal incomes and inheritances."

Among other gifts made after the delivery of the message was one by Mr. Henry Fisher of 20,000 shares in the McCall Corporation worth \$132,000 and another by Mr. William K. Vanderbilt of stock valued at \$40,000.

RENEWED ANXIETIES IN SILVER

(Special Air Mail Service)

London, Aug. 14.
Fears that the United States will shortly abandon, or at least modify, its silver buying policy are causing heavy liquidation in the London silver market by Eastern speculators.

The price of the metal is now lower than it has been for many months. Since it is almost entirely dependent on American support it will fall much more sharply if the United States Treasury retires from the market.

Meanwhile America's policy is having serious repercussions on China. The drain of silver to the United States has left the Chinese Note issuing banks with insufficient metallic coverage and the Hong Kong dollar has fallen below the export parity rate.

This would normally mean that more silver would be exported, in turn aggravating the situation, though there is a strong possibility that the Chinese Government will attempt to place an embargo on the export of silver.

As, however, it would be nearly impossible to prevent smuggling, the ban is unlikely to be effective and the dollar would continue to depreciate.

The principal hope for the dollar, therefore, is that the United States will only bid a low price, if they bid at all, for silver, thus leaving no further inducement to speculators to ship supplies out of the country.

LONDON EXCHANGE RATES

(Barisan Wireless Service)

	Aug. 28	August 29
Paris	75 7/64	75 9/64
Geneva	15.23	15.23 1/2
Berlin	12.35 1/2	12.35 1/2
Athens		520 S.
Milan	60 1/2	60 1/2
Shanghai		1/5 13/16
New York	4.97 9/16	4.97 7/16
Amsterdam	7.33 1/2	7.33 1/2
Vienna		628 S.
Prague		
Bucharest	119 1/2	119 1/2
Madrid		
Lisbon		
Hong Kong		
Brussels	29.49	29.50
Montevideo	39 1/2	
Belgrade		
Montreal	4.98 1/2	4.98 1/2
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	28	28
Silver (forward)	28 13/16	28 13/16
War Loan	34 1/2 105 11/16	34 1/2 105 1/2

Closing Quotations

August 31, 1935.

On LONDON:—	August 31, 1935.
Telegraphic Transfer	1 1/4
Bank Bills, on demand	1 1/4
Bank Bills, 4 months	1 1/4
right	1 1/4
Credits, four months	2 1/2
right	2 1/2
On SHANGHAI:—	
On Demand	31
On SINGAPORE:—	
On Demand	3 1/2
On JAPAN:—	
On Demand	16 1/2
On INDIA:—	
Telegraphic Transfer	1 1/2
Bank, on demand	1 1/2

On New York:—	
Bank Bills, on demand 4 1/2	
Credits, 60 days sight 6 1/2	
On BATAVIA:—	
On demand	7 1/2
On PARIS:—	
Bank Bills, on demand 7 1/2	
Credits, 4 months sight 7 1/2	
On SARONG:—	
On demand	7 1/2
On MANILA:—	
On demand	9 1/2
On BANGKOK:—	
On demand	9 1/2
SOVEREIGNS, Bank Buying	2 1/2
Rate	2 1/2
BAR SILVER, per oz.	29

GOOD TRADE RETURNS

Exports Again Larger

(Special Air Mail Service)

London, Aug. 15.
Preliminary figures of United Kingdom overseas trade in July indicate a continuance of the favourable trend which has been apparent in the past year or two. Expansion in exports, particularly in manufactured goods, compared with the corresponding month a year ago, is again a feature. British exports were £26,443,000—an increase of £3,213,000 compared with July last year, of which £2,355,000 was in manufactured articles. Re-exports fell from £4,129,000 last year to £3,961,000. Imports rose from £58,028,000 to £61,825,000.

The July figures show substantial increases (£3,998,000 in imports and £3,529,000 in British exports) compared with June last, but this is not true comparison, for July was a longer month. When the figures are reduced to working day averages, as in the following table, a recession from the June levels, probably due in part to holiday influences, is shown:—

	July, 1935	June, 1935	July, 1934
--	------------	------------	------------

Imports 2,290,000 2,409,447 2,321,773
Exports 1,350,000 1,371,421 1,278,062
Re-exports 147,000 217,566 158,797
The excess of imports over exports for the month is £21,421,000, against £20,569,000 last year. For the first seven months of 1935 the excess of imports is £145,043,000, which is £18,644,000 less than for the corresponding period in 1934.

U.S. TO GO ON BUYING

(Special Air Mail Service)

London, Aug. 14.
In one day yesterday, the American Treasury purchased 25,000,000 oz. of silver, or more than the total American production last year.

Aroused by severe criticism by various Senators of his handling of the Government's silver buying policy, Mr. Morgenthau, Secretary of the Treasury, announced that reports that the Treasury had ceased to buy silver were entirely unfounded and that the policy of purchase in the open market would continue.

"We are increasing our buying as the market declines," he asserted. He expressed the opinion that the recent break in the price had resulted from "an influx of silver from China and India."

CANTON SILK MARKET

The Kwangtung Raw Silk Testing Bureau, Department of Reconstruction, Canton, China reports the following:—

Canton Quotations
August 30
Extra O.S. 13/15 H.K. \$410N.
Small Extra O.S. 13/15 H.K. \$400N.
Crack N.S. 14/16 H.K. \$330N.
Extra Extra 20/22 H.K. \$305P.
Waste N.S. Open H.K. \$76N.

Yokohama Quotations
August 31.
Spot Yen 18
Bourse 6 months Yen 725

New York Quotations
August 30.
Bld Ask
September 1.74 1.78
December 1.67 1.67
March 1.67 1.68
New York Quotations are obtained through Courtesy of Messrs. Swan, Culbertson & Fritz.

SINGAPORE RAW RUBBER

Latest Singapore Prices

BENJAMIN & POTTS
Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore Saturday for Raw Rubber:—
Spot 19 1/2 cts. off + ct.
September 19 1/2 cts. off + ct.
Oct./Dec. 19 1/2 cts. off + ct.
Jan./Mar. 20 1/2 cts. up + ct.
Market—Quiet.

H. B. JOSEPH & CO

Messrs. H. B. Joseph & Co. received the following Straits currency quotations from Singapore for Raw Rubber:—

Buyers Sellers
Spot 19 down + 10 1/2
Oct./Dec. 19 1/2 down + 2 1/2
Jan./Mar. 20 1/2 down + 2 1/2
April/June 21 down + 2 1/2
Market—Nominal

at the manner in which the world silver price has been slipping. Senator Thomas of Oklahoma, leader of the silver "bloc," has demanded an investigation into the administration of the Silver Act. Some observers believe that Mr. Morgenthau's statement was intended to sidetrack this proposed investigation and at the same time to check further liquidation of world silver holdings.

PRESIDENT LINES

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

FIRST CLASS
SPECIAL SUMMER
ROUND TRIP FARES

HONG KONG TO:—

KOBE and RETURN

via Shanghai ... HK\$225.00

YOKOHAMA and RETURN

via Shanghai—Kobe—Nagoya—Shimizu HK\$255.00

For sailings from Hong Kong.—June 1st to September 30th.

Good for Three months—Final return limit October 31st.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.

CANTON BRANCH:—4, SHAKES ROAD.

MR. ROOSEVELT'S SILVER POLICY

(Special Air Mail Service)

London, Aug. 15.

Mr. Roosevelt is pursuing his silver policy with cleverness. Silver is synonymous in America with powerful political interests. The President has promised these big interests to use the powers given him by Congress to "rehabilitate" silver. They certainly cannot complain that he is showing any lack of vigour as a purchaser.

But he is faced by a dilemma. On the one hand, he is not anxious to pay an unnecessarily high price. On the other, he knows that if he relaxes his heavy buying campaign the market will become demoralised. Such an event would not suit his political book at all.

Mr. Roosevelt solves the "problem" by a gentle and gradual lowering of his buying price—a policy which, incidentally, is very merciful to speculators of many countries who rushed in to acquire silver on the strength of the passing of the silver legislation in Congress.

But what will be the end of it is not easy to see. For there remain in the East vast hoards of the metal, which may or may not be tempted out at this or that precise price, and estimates even of probability are dangerous in this market. Who can weigh up a situation whose development depends upon the actions of the inscrutable East and the policy of inscrutable Mr. Roosevelt?

CONFIDENT MARKETS

America yesterday claimed attention not merely for her silver and currency policies but, once again, for the strength of the New York stock market. London interest in "Wall Street" grows visibly. Last night's "Street" market in London developed real liveliness, and interest was obviously spreading over a wider range of New York favourites.

As yet this crescendo of interest in "Wall Street" has not distracted attention from our home industrial share markets, where activity was again in evidence yesterday, with aircraft, motors, and the heavy industries particularly prominent. It is quite possible that better days in "Wall Street" will act as a tonic, and not a dampener, to our own equity markets.

At the same time, the General Bonded Warehouse Regulations, which must be presented to the Undersecretary on or before the 30th Sept. 1935, or they will not be recognised.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co. Vessel "MEMNON" FROM UNITED KINGDOM VIA SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 30th Aug. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th Sept. will be subject to sale.

All Claims against the Steamer must be presented to the Undersecretary on or before the 15th Sept. 1935, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 13778

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship "BERNLAWERS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th Sept. 1935 will be subject to sale.

All Claims against the Steamer must be presented to the Undersecretary on or before the 30th Sept. 1935, or they will not be recognised.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI & NORTHERN LINES		
SWATOW & SHANGHAI	"SINKIANG"	On 3rd Sept. 3 p.m.
SWATOW, FOOCHOW, TIENTSIN	"YUN YAN"	On 4th Sept. 5 p.m.
SWATOW, SHANGHAI, TIENTSIN	"TAIYUAN"	On 4th Sept. 5 p.m.
AMOI & SHANGHAI	"HOIHOW"	On 6th Sept. 3 p.m.
SWATOW, SHANGHAI, TIENTSIN	"KINGYUAN"	On 7th Sept. 5 p.m.
AMOI & SHANGHAI	"ZEHOEN"	On 8th Sept. 11 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 8th Sept. 3 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 10th Sept. 3 p.m.
SWATOW, FOOCHOW, TIENTSIN	"CHENG TU"	On 11th Sept. 3 p.m.
SWATOW, SHANGHAI, TIENTSIN	"VOCHOW"	On 13th Sept. 3 p.m.
AMOI & SHANGHAI	"KIUNGCHOW"	On 14th Sept. 5 p.m.

SOUTHERN LINES		
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 3rd Sept. 1 p.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 6th Sept. 3 p.m.
AMOI, SWATOW & SINGAPORE	"KWANGHOU"	On 8th Sept. 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"ANHUI"	On 11th Sept. 8 a.m.
HOIHOW & SINGAPORE	"KAYING"	On 13th Sept. 2 p.m.
SWATOW & BANGKOK	"MUINAM"	On 15th Sept. Noon
HOIHOW, PAKHOI & HAIPHONG	"KIANGSU"	On 16th Sept. 3 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 18th Sept. 3 p.m.

For Freight or Passage apply to: BUTTERFIELD & SWIRE, Agents, Telephone 30331.
CARGO AND PASSENGER CASES INQUIRED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Callin: at Mable Thursday, La. Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STRAMERS: CHANGT & TAIPING (OIL BURNERS)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
OPEN AIR SWIMMING POOL.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESSE CARRIED.
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY 27/ RETURN
LONDON (via Australia) from £127-15-0.

STRAITERS	Due Hong Kong	Leave Hong Kong	Leave Mable	Due Sydney
TAIPING	10 Sept.	17 Sept.	21 Sept.	6 Oct.
CHANGT	11 Oct.	18 Oct.	21 Oct.	6 Nov.
TAIPING	8 Nov.	14 Nov.	17 Nov.	2 Dec.
CHANGT	10 Dec.	17 Dec.	20 Dec.	5 Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED
Sailings subject to alteration without notice.
For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents, Telephone 30333.
HONG KONG, CHINA & JAPAN.

S.S. BENMOHR

To EUROPE

Sailing about 9th SEPTEMBER for
LONDON, ROTTERDAM, ANTWERP,
HAMBURG, HULL & LEITH.

For Freight and Passage apply to
GIBB, LIVINGSTON & CO., LTD.
P. & O. Building.

PRINCE LINE—SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVEREYEW" ... Sept. 29th
M.V. "SILVEREYEPRESS" ... Oct. 27th
Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:

FURNESS (OF EAST) LTD.

(Incorporated in Great Britain.)

Kings Building.

Telephone: 23165.

Telegram: Furnprince

DOUGLAS STEAMSHIP CO., LTD.



SWATOW-HONGKONG SERVICE
Sailings: Mondays and Wednesdays at 4 p.m.
S.S. SEITAN Wednesday, 4th Sept.

SWATOW, AMOI, FOOCHOW AND RETURN
Sailings: Mondays and Wednesdays at 4 p.m.
S.S. HAITAN Tuesday, 3rd Sept. 4 p.m.
S.S. HAINING Friday, 6th Sept. 4 p.m.
S.S. HANYANG Tuesday, 10th Sept. 4 p.m.

Subject to alterations without notice.
All Arrivals and Departures from the Company's Wharf (near Star Line)
ROUND TRIP TICKETS (any class) from HONGKONG TO FOOCHOW (any class) and return by the same steamer at the reduced rate of \$100.
Including meals, with the steamer at the coast ports.

CANTON-HONGKONG-HOIHOW-PAKHOL
A Regular Service is maintained by the
S.S. HAICHING
For Particulars of Freight and Passage apply to:
DOUGLAS LARPAIK & CO.,
General Managers, Tel. Nos. 4927 and 4928.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.		
Haitan, Douglas', September 3.	Taiyuan, B. & S., September 4.	Tijadana, J.C.J. Line, September 4.
Fukukun Maru, O.S.K., September 5.	Haining, Douglas', September 6.	Kingyan, B. & S., September 7.
Canton Maru, O.S.K., September 8.	Haiyang, Douglas', September 10.	Anhui, B. & S., September 11.
Klungchow, B. & S., September 14.	Kumsang, Jardine's, September 15.	

Chefoo.		
Yunnan, B. & S., September 4.	Hollow, B. & S., September 6.	Yatsing, Jardine's, September 8.
Chungta, B. & S., September 11.	Yochow, B. & S., September 13.	

Dairen.		
Ermland, Jensen's, September 3.	Oder, Melchers', September 8.	City of Singapore, Bank Line, Sept. 7.
Antenor, B. & S., September 13.	City of Bristol, Bank Line, Sept. 13.	Trave, Melchers', September 15.

Foochow.		
Haitan, Douglas', September 3.	Yunnan, B. & S., September 4.	Haining, Douglas', September 6.
Szechuen, B. & S., September 8.	Yatsing, Jardine's, September 8.	Haiyang, Douglas', September 10.
Chongta, B. & S., September 11.		

Japan (Direct).		
Heiyo Maru, N.Y.K., September 9.	Ixion, B. & S., September 12.	Kumsang, Jardine's, September 15.
Kamo Maru, N.Y.K., September 20.		

Kaohsiung.		
Canton Maru, O.S.K., September 8.	Panama Maru, O.S.K., September 11.	Tai Ping, Dodwell's, September 13.

Shanghai and Japan.		
Ermland, Jensen's, September 3.	Sinkiang, B. & S., September 3.	Annam, E. A. Co., September 4.
Assama Maru, N.Y.K., September 4.	Burdwan, P. & O., September 4.	Nankin, E. A. S. Co., Sept. 5.
Oder, Melchers', September 8.	Rajputana, P. & O., September 8.	Takada, B.I. (Apar), September 8.
Emp. of Japan, C.P.S., September 6.	General Pershing, States Co., Sept. 7.	Pres. Hoover, Dollar's, September 7.
Achilles, B. & S., September 9.	Naruto Maru, N.Y.K., September 10.	Besse, Thoresen's, September 10.
City of Bristol, Bank Line, Sept. 13.	Pres. Grant, A.M. Line, September 13.	Rheinland, Jensen's, September 13.
Hilda, Lloyd Triestino, September 15.	Suwa Maru, N.Y.K., September 15.	Trave, Melchers', September 16.
Nora Maerck, Jensen's, September 18.	Shantung, Gilman's, September 18.	Tai Ping, Dodwell's, September 18.
Chitral, P. & O., September 18.	Empress of Asia, C.P.S., September 20.	Empress of Asia, C.P.S., September 20.
Andre Lubon, Messageries, Sept. 21.	Pres. Cleveland, Dollar's, Sept. 25.	Fushimi Maru, N.Y.K., September 23.
Gen. Sherman, States Co., Sept. 23.	Pres. Jefferson, A.M. Line, Sept. 23.	Trier, Melchers', September 23.
Emp. of Canada, C.P.S., October 4.		

Shanghai and via ports.		
Sinkiang, B. & S., September 3.	Norviken, Jardine's, September 4.	Taiyuan, B. & S., September 4.
Tijadana, J.C.J. Line, September 4.	Oder, Melchers', September 8.	Kingyan, B. & S., September 8.
Kingyan, B. & S., September 7.	Kwaisang, Jardine's, September 8.	Szechuen, B. & S., September 8.
Szechuen, B. & S., September 8.	Soochow, B. & S., September 10.	Sandviken, Jardine's, September 11.
Antenor, B. & S., September 13.	Yochow, B. & S., September 13.	Klungchow, B. & S., September 14.
Takasang, Jardine's, September 15.	Trave, Melchers', September 15.	Trier, Melchers', September 23.

Swatow.		
Haitan, Douglas', September 3.	Seitan, Douglas', September 4.	Yunnan, B. & S., September 4.
Fukukun Maru, O.S.K., September 5.	Haining, Douglas', September 6.	Hollow, B. & S., September 6.
Canton Maru, O.S.K., September 8.	Kwaisang, Jardine's, September 8.	Seitan, Douglas', September 8.
Szechuen, B. & S., September 8.	Soochow, B. & S., September 10.	Sandviken, Jardine's, September 11.
Antenor, B. & S., September 13.	Yochow, B. & S., September 13.	Klungchow, B. & S., September 14.
Takasang, Jardine's, September 15.	Trave, Melchers', September 15.	Trier, Melchers', September 23.

Swatow, Amoy, FOOCHOW		
Sailings: Mondays and Wednesdays at 4 p.m.		
S.S. SEITAN Wednesday, 4th Sept.		

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Sailings: Mondays and Wednesdays at 4 p.m.		
S.S. SEITAN Wednesday, 4th Sept.		

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Bahia.		
Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.	Hokuroku Maru, O.S.K., September 9.
City of Elwood, States Co., Sept. 10.	Tai Ping, Dodwell's, September 13.	Pres. Cleveland, Dollar's, Sept. 25.

Baltimore.		
Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.
Pres. Hoover, Dollar's, September 7.	Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.
Naruto Maru, N.Y.K., September 10.	Nora Maerck, Jensen's, September 18.	Tai Ping, Dodwell's, September 13.
Pres. Cleveland, Dollar's, Sept. 25.		

Honolulu.		
Assama Maru, N.Y.K., September 4.	Emp. of Japan, C.P.S., September 6.	Pres. Hoover, Dollar's, September 7.
Heiyo Maru, N.Y.K., September 9.	Pres. Cleveland, Dollar's, Sept. 25.	Emp. of Canada, C.P.S., October 4.

Los Angeles.		
Assama Maru, N.Y.K., September 4.	Pres. Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.
Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.
Pres. Cleveland, Dollar's, Sept. 25.		

Panama.		
Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.	Hokuroku Maru, O.S.K., September 9.
City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.	Tai Ping, Dodwell's, September 13.
Pres. Cleveland, Dollar's, Sept. 25.		

Philadelphia.		
Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.
Pres. Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.	Hokuroku Maru, O.S.K., September 9.
City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.	Tai Ping, Dodwell's, September 13.
Pres. Cleveland, Dollar's, Sept. 25.		

Portland and Puget Sound.		
General Pershing, States Co., Sept. 7.	Gen. Sherman, States Co., Sept. 23.	San Francisco.
Assama Maru, N.Y.K., September 4.	General Pershing, States Co., Sept. 7.	Pres. Hoover, Dollar's, September 7.
Heiyo Maru, N.Y.K., September 9.	Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.
Nora Maerck, Jensen's, September 18.	Tai Ping, Dodwell's, September 13.	Pres. Cleveland, Dollar's, Sept. 25.
Gen. Sherman, States Co., Sept. 23.		

Seattle.		
Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.	Hokuroku Maru, O.S.K., September 9.
City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.	Tai Ping, Dodwell's, September 13.
Pres. Cleveland, Dollar's, Sept. 25.		

South America.		
Assama Maru, N.Y.K., September 4.	Emp. of Japan, C.P.S., September 6.	Pres. Hoover, Dollar's, September 7.
Heiyo Maru, N.Y.K., September 9.	Pres. Cleveland, Dollar's, Sept. 25.	Emp. of Canada, C.P.S., October 4.

Victoria, B.C.		
Emp. of Japan, C.P.S., September 6.	Hoover, Dollar's, September 7.	Heiyo Maru, N.Y.K., September 9.
Hokuroku Maru, O.S.K., September 9.	City of Elwood, States Co., Sept. 10.	Nora Maerck, Jensen's, September 18.
Pres. Cleveland, Dollar's, Sept. 25.		

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CANADIAN PACIFIC ANNOUNCES

World's Greatest Travel System

Sailings for 1936

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Japan	Jan. 14	Jan. 16		Jan. 18	Jan. 21	Jan. 27	Feb. 1
E/Asia	Jan. 29	Jan. 31	Feb. 2	Feb. 4	Feb. 6		Feb. 16
E/Canada	Feb. 11	Feb. 13		Feb. 16	Feb. 18	Feb. 25	Mar. 1
E/Russia	Feb. 26	Feb. 28	Mar. 1	Mar. 3	Mar. 5		Mar. 14
E/Japan	Mar. 6	Mar. 8		Mar. 11	Mar. 13	Mar. 19	Mar. 24
E/Asia	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28		April 6
E/Canada	April 3	April 5		April 8	April 10	April 17	April 23
E/Russia	April 17	April 19	April 21	April 23	April 25		May 4
E/Japan	May 1	May 3		May 6	May 8	May 14	May 19
E/Asia	May 15	May 17	May 19	May 21	May 23		June 1
E/Canada	May 29	May 31		June 3	June 5	June 12	June 17
E/Russia	June 12	June 14	June 16	June 18	June 20		June 29
E/Japan	June 26	June 28		July 1	July 3	July 9	July 14
E/Asia	July 10	July 12	July 14	July 16	July 18		July 27
E/Canada	July 24	July 26		July 29	July 31	Aug. 7	Aug. 12

Next Sailing to VANCOUVER

via SHANGHAI, JAPAN & HONOLULU

EMPRESS OF JAPAN

At NOON

FRIDAY, SEPTEMBER 6th

Sailings to MANILA

EMPRESS OF ASIA ... Sept. 14th.

EMPRESS OF CANADA ... Sept. 27th.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPA: Passenger Dept.

Freight 20042. NAUTILUS: Freight Dept.

Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

ASAMA MARU ... Wednesday, 4th Sept.

UCHIHI MARU (Starts from Kobe) Tuesday, 18th Oct.

TATSUTA MARU ... Wednesday, 16th Oct.

SEATTLE & VANCOUVER.

HIYE MARU ... (Starts from Kobe) Monday, 16th Sept.

HEIAN MARU ... (Starts from Kobe) Monday, 30th Sept.

LONDON, MARSEILLES, ANTIWERP, ROTTERDAM

KASHIMA MARU ... Saturday, 14th Sept.

YASUKUNI MARU ... Friday, 27th Sept.

HAKONE MARU ... Saturday, 12th Oct.

SYDNEY & MELBOURNE via Manila and Ports.

ATSUTA MARU ... Saturday, 28th Sept.

KAMO MARU ... Saturday, 16th Oct.

BOMBAY via Singapore, Penang and Colombo.

CALCUTTA via Singapore, Penang and Rangoon.

GENOA MARU ... Sunday, 8th Sept.

MALACCA MARU ... Sunday, 15th Sept.

NAGATO MARU ... Sunday, 29th Sept.

SHANGHAI, KOBÉ & YOKOHAMA.

SUWU MARU ... Sunday, 15th Sept.

KAMO MARU (Nagasaki direct) ... Friday, 20th Sept.

FUSHIMI MARU ... Saturday, 28th Sept.

† Cargo only.

Tel. 30291



FRENCH MAIL STEAMERS.

Sailings from Hong Kong

To SHANGHAI - KOBÉ.

To MANILA via Saigon, Singapore, Colombo, Djibouti (Aden), Soc. Port-Said.

To SHANGHAI, KOBÉ & YOKOHAMA.

To SHANGHAI, KOBÉ & YOKOHAMA.

To SHANGHAI, KOBÉ & YOKOHAMA.

To SHANGHAI, KOBÉ & YOKOHAMA.

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Shipping News Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 4,500 TONS; THROUGH CARGO 17,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

	Cargo for Through H.K. Ports
British	
Glenagarry, Singapore	401
Chak Sang, Canton	365
Sinkiang, Canton	40
Tai Yuan, Amoy	97
Kaituna, Pratas Id.	—
Glenapp, Keelung	—
Keelung	9,449
Haitan, Swatow	150
German	
Ruhr, Tsingtao	2,040
Norwegian	
Prominent, Holhow	500
Mapella, Bangkok	2,020
Hermud, Tongku	2,520
Dutch	
Tjibadak, Amoy	145
Japanese	
Fukuken Maru, Swatow	188
Kyoda Maru, Amoy	666
Chinese	
Feng Lee, Tsingtao	380
China Trader, Swatow	1,900
Total	4,557

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ARRIVALS

2ND SEPTEMBER.

Kidderpore, British steamer, 3,263 tons, Captain R. R. Burge, from Moji, Kowloon Wharf.—M. M. & Co.

Sinkiang, British steamer, 1,816 tons, Captain J. S. G. Brown, from Canton, buoy No. B14.—B. & S.

Prominent, Norwegian steamer, 1,377 tons, Captain H. Jensen, from Haiphong via Hothow, buoy No. C2—Kwong Sang Loong.

China Tracer, Chinese steamer, 1,379 tons, Capt. W. Puchart, from Pukow via Swatow, Yaumati.—M. B. K.

Glenapp, British steamer, 5,802 tons, Captain L. W. Kersey, from Dairen via Keelung, buoy No. A1—J. M. & Co.

Kyoda Maru, Japanese steamer, 2,011 tons, Captain S. Takazawa, from Keelung via Amoy, buoy No. B9.—O. S. K.

1ST SEPTEMBER.

Feng Lee, Chinese steamer, 1,257 tons, Captain S. Kato, from Tsingtao, buoy No. B18.—Yee Tai Hong.

Huashan Maru, Japanese steamer, 1,284 tons, Captain Y. Takayama, from Tientsin via Swatow, buoy No. B11.—N. Y. K.

Tchekam, Chinese steamer, 808 tons, Captain Kwok Fook, from Touraine via Hothow, buoy No. B4—Ping On & Co.

Shun Chih, British steamer, 1,173 tons, Captain A. Hall, from Saigon via Swatow, buoy No. B12.—Wo Fat Sing.

Anhui, British steamer, 2,080 tons, Captain J. D. Whyte, from Singapore, buoy No. B15.—B. & S.

Kaituna, British steamer, 1,208 tons, Captain T. B. Robertson, from Pratas Island, Yaumati.—Williamson & Co.

Glenagarry, British steamer, 5,783 tons, Captain J. Angier, from London via Singapore, Holt's Wharf.—J. M. & Co.

Mabella, Norwegian steamer, 840 tons, Captain A. Svendsen, from Bangkok, buoy No. B6.—Chiu Seng Hong.

Hermud, Norwegian steamer, 840 tons, Captain S. Ellingsen, from Tientsin, Stonecutters, Thoresen & Co.

Fukuken Maru, Japanese steamer, 1,548 tons, Captain N. Hirose, from Takao via Swatow, buoy No. B5.—O. S. K.

Jinkai Maru, Japanese steamer, 2,892 tons, Captain R. Kaga, from Osaka via Wakamatsu, buoy No. A13.—M. B. K.

CLEARANCES

2ND SEPTEMBER.

Prominent, for Canton, Glenagarry, for Dairen, Glenapp, for Singapore, Feng Lee, for Canton.

Huashan Maru, for Canton, Fukuken Maru, for Canton, Kaituna, for Hothow, Anhui, for Swatow, Kelyang, for Swatow, China Trader, for Whampoa, New Mathilde, for Saigon, Ruhr, for Manila, Glaucus, for Manila.

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

	Arr.	Dep.
British	7	10
German	1	1
Norwegian	3	0
Dutch	1	0
Italian	0	1
Japanese	2	4
Chinese	2	0
Total	16	16

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF HERFORD" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Sept.

S.S. "CITY OF BRISTOL" ... Havre, London, Rotterdam & Hamburg ... 12th Oct.

AGENTS FOR

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA

LUXURIOUS PASSENGER VESSELS

INDIAN AFRICAN LINE

M.V. "INCOMBAT" ... from Calcutta 4th Sept. ... from Colombo 10th Sept.

M.V. "ISIPINGO" ... from Calcutta 4th Oct. ... from Colombo 10th Oct.

M.V. "INCHANGA" ... from Calcutta 4th Nov. ... from Colombo 10th Nov.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

AGENTS FOR

KLAIVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

Issuing through B/Lading to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SALES AND FREIGHTS TO BE PAID BY SHIPPER WITHOUT NOTICE.

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Telephone 27781.

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P.O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government

Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

* KIDDERPORE 5,000 3rd Sept. Straits and Bombay.

* NALDERA 16,000 7th Sept. Bombay, Marseilles & London.

* SOUDAN 7,000 14th Sept. Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* BANPURA 17,000 31st Sept. Marseilles & London.

* RAJPUTANA 17,000 5th Oct. Bombay, Marseilles & London.

* BURDWAN 6,000 19th Oct. Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* CHITRAL 15,000 18th Oct. Bombay, Marseilles & London.

* CATHAY 15,000 2nd Nov. Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* SOMALI 7,000 9th Nov. Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Port Sudan

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

SIBDHANA 8,000 13th Sept. Singapore, Penang, Rangoon & Calcutta.

TAKADA 7,000 27th Sept. Singapore, Penang, Rangoon & Calcutta.

TILAWA 10,000 11th Oct. Singapore, Penang, Rangoon & Calcutta.

SANTHA 8,000 25th Oct. Singapore, Penang, Rangoon & Calcutta.

* Calls Port Swettenham.

Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will find a new being and even if you are not inclined towards fishing, shooting or mountaineering you will find that the Antipodes have plenty to offer you—including 24 hours for your own.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gongs.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. &

